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NEW LOOK!

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ON THE MOVE

SIGN UP
FOR OUR
SUPERSIZED
AUTOMOTIVE
TELEMATCH!
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**KIMCHI
BUFFET**

3 GENERATIONS,
8 HYUNDAIS
PG86

DRIVES

- ➡ AUDI Q7
- ➡ BMW X5M
- ➡ SUZUKI VITARA
- ➡ TOYOTA CAMRY
- ➡ HONDA MOBILIO



NEW MINI JOHN COOPER WORKS

WORKS HARD, PLAYS HARDER



GROUP TESTS

- ➡ BENTLEY FLYING SPUR V8 4.0 **vs** AUDI A8L 4.0
- ➡ KIA SORENTO **vs** HYUNDAI SANTA FE **vs** SSANGYONG REXTON
- ➡ FORD NEW MONDEO **vs** OLD MONDEO

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Technical Highlights



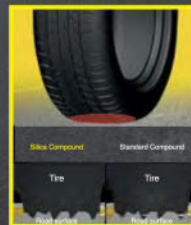
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GROUP TEST

KIA SORENTO vs HYUNDAI SANTA FE
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GROUP TEST

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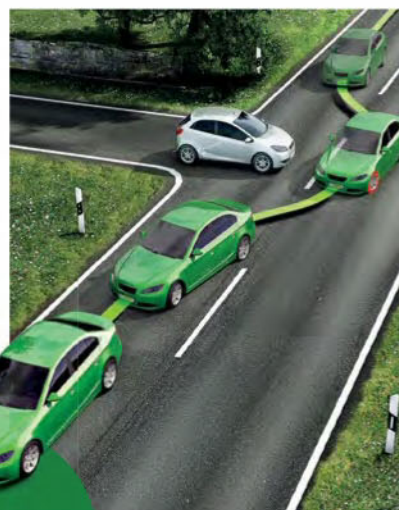
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ROAD TRIP: I SUV-VIVED!



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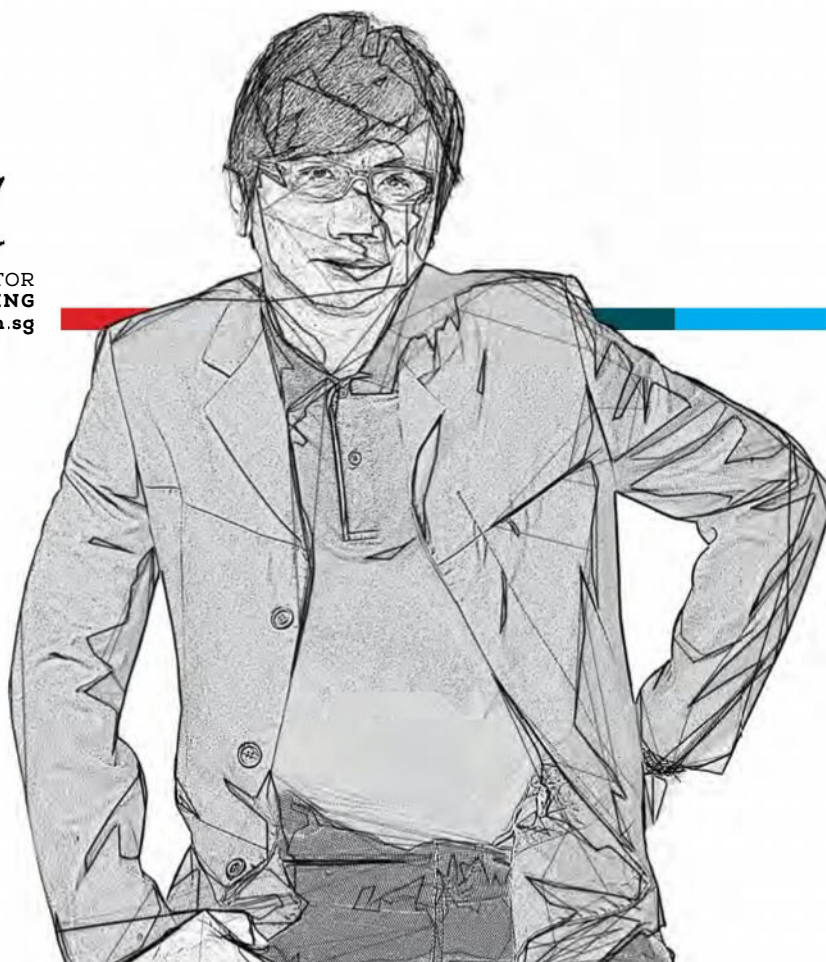
SUPERHIGHWAY – our online home at www.torque.com.sg.

SUBSCRIPTION – 25 issues for the price of 12, plus freebies (pg 126).

ACTION – sign up for our 25-hour *Torque On The Move* (pg 34).

I hope you'll continue to support this Singaporean periodical. And I'd like to take this opportunity, on behalf of the *Torque* squad, to thank you, our dear reader, for reading our magazine.

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BOOSTING TORQUE



CHRISTOPHER TAN

Singapore's initiatives to promote greener cars gain traction, but the big impact has yet to be felt, says our consulting editor (pg 26).



DR ANDRE LAM

Missing in action this month because he was super-busy testing three supercars back to back – the 911 GT3 RS, Aventador SV and 488 GTB.



KEVIN CHIN

Missing in action, too, because he was on holiday in the USA. His next stories will be about new motorbikes and a Chevrolet truck called the Colorado.



SHREEJIT CHANGAROTH

Our mechanical engineer explains how anti-skid technology helps to keep your car on a straight and safe path (pg 94).



EDRIC PAN

In his debut column, our car-crazy legal eagle talks about a childhood hero who took him for a drive – and not just any drive (pg 30).



LYNN TAN

She has been paying high prices to satisfy her weakness for nice cars and equally nice bags, but according to her, resistance is futile (pg 32).

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BRAND NEW GERMAN CAR BELOW \$100K?



A.W. ➡ With the new Carbon Emissions-based Vehicle Scheme (CEVS) taking effect on July 1, we'll wonder which cars will benefit the most from the revised rebates, right?

One such car, which has been launched in Europe but has not received much press coverage, is the new Smart Fortwo. With its super-low emission of 93g per km, it would be entitled to a whopping \$30,000 rebate under the new CEVS.

I would love to see you guys do a review of the cool Fortwo. I think it's a great city car to drive around Singapore. With the CEVS incentive, it'll be very affordable, too.

Lastly, thanks for the great job with your car reviews. I can't wait to get the latest stories from *Torque* every month.

Torque Thanks for your e-mail and compliments. You made a valid point about the new Smart Fortwo, but even with a \$30,000 CEVS "discount", the car (with automatic gearbox and decent equipment) still won't be "very affordable" at current COE prices. However, if the Category A COE drops to \$30,000 or so, there might be a business case for the Fortwo.



FROM SG TO HKG

VINCENT LEUNG ➔ I would like to purchase the May 2015 issue of *Torque* magazine and have it sent to Hong Kong. Can you tell me the procedure? Thanks for your kind attention.

Torque Thank you for your interest in our magazine. Currently, we do not sell/dispatch individual copies to Hong Kong, but we do offer a one-year subscription that includes mailing to a Hong Kong address. We also have a digital edition (available on the App Store, Google Play and Windows Store) that you can purchase and read on your tablet, computer or smartphone – anywhere, anytime.

WHERE THE STREETS HAVE LONG NAMES

J.H. TAN ➔ I tried to fill out your online form for a hard-copy subscription. In the address field for the street name, the allowable characters are too few for me to input my address. In the future, with new estates coming up, there'll be many more street names that are as long as mine, or even longer. You guys may want to consider revising your online subscription form.

Torque Our circulation department shall "address" the problem. Thanks for bringing it to our attention.



NO, "TANKS"

EK SENG NG ➔ A tank is the worst thing to drive [*Torque* blog post: Why owning a tank beats owning a car]. The tracks of a tank even destroy the road itself.

Torque "Tanks" for the tip. Did you drive a battle tank in an SAF armoured regiment?

Get Published!



WRITER OF THE BEST POST/MAIL THIS MONTH WINS A COLUMBIA TRAILPOINT WATCH WORTH \$199!

This is a funky yet functional digital timepiece for the sporty girl. The Trailpoint is ready for the great outdoors, thanks to its silicon strap, stainless steel case and Trakbak compass technology. Visit www.crystaltime.com.sg for more information.

GTS GUESS

YANA NASIR ➔ Hi, *Torque*. I just want to give feedback on a "Guess The Car!" contest you ran [May 23]. The winner you picked, his guess was Cayenne S. There were a few people who guessed the exact model correctly – Cayenne GTS. I think it's more appropriate to draw a winner from the answers with the correct exact model, since they took the time to figure it out. In this case, there were at least eight people who guessed correctly that the car was the Porsche Cayenne GTS.

Torque Thanks for your feedback. For *Torque*'s well-liked "Guess The Car!" contests on Facebook, guessing the make and model correctly enough would qualify the guesser for the lucky draw, so that as many participants as possible stand a chance to win the attractive prize/prizes.



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Where we interact with our readers, post automotive tidbits and run our popular "Guess The Car!" and "Caption The Photo!" contests.

THE FUTURE IS **NOW**

BMW HAS REDEFINED THE CAR OF THE FUTURE WITH THE i3 – A TECHNOLOGICALLY ADVANCED MACHINE THAT HAS LED THE WAY IN SUSTAINABLE MOTORING.

Technology has advanced so rapidly in the last decade that we don't need to look beyond our smartphones to understand just how big a role it has in our lives. And this development extends right into the realm of personal transportation too, where BMW's extensive research and development has resulted in the fully-electric i3 - a machine that has leveraged the technology of today to define the car of tomorrow. We present five key aspects how this vehicle has made a difference.



5 REASONS THE BMW i3 IS AHEAD OF ITS TIME



1 DRIVING PLEASURE

The BMW i3 may be intended as a city car to ferry passengers around, but the rear-wheel-drive vehicle has a wilder side to it. Save for a faint whirl of the electric motor working, drivers can enjoy the sensation of speed with 250Nm of torque when the accelerator is depressed. The car's slim tyres also help reduce aerodynamic drag without compromising grip on the roads.



2 MAXIMUM EFFICIENCY

With the sum of its parts, the i3 is able to travel an average of 150km on a single charge. Equipped with a range extender (a 647cc 2-cylinder petrol combustion engine with 34bhp), this car will manage 300km. What this essentially translates into is excellent value for money, because a full charge, based on current electricity tariffs, will work out to about \$3.75 and yield a return of 150km.



3 STAYING CONNECTED

Thanks to BMW's proprietary i Remote mobile application, drivers will always be "in touch" with their i3. From checking on the car's charge status to figuring out where you're parked and unlocking it without reaching for the key, drivers will have full control of their cars at their fingertips. With BMW's ConnectedDrive system working like a personal navigator, you'd be forewarned of route disruptions and possible alternative roads.



4 THE GREENEST CAR AROUND

The i3's lithium-ion-powered electric motor allows it to make 170bhp and 250Nm of torque with zero emissions. But BMW has endeavoured to reduce its environmental impact even further. In its interior, sustainable wood, recycled fibres and plastics have been fitted where safety isn't compromised. Power for its manufacturing process is also supplemented from wind-powered turbines at BMW's Leipzig factory in Germany.



5 DRIVER-CENTRIC

The i3 is the first series production car to make use of lightweight, high-strength carbon fibre and CFRP (carbon fibre reinforced plastic), a material that's found in fighter jets. CFRP is five times stronger than steel, at half the weight. This also explains why the car can make do without B-pillars. And in a nod to the self-healing vehicles of the future, the i3's use of high-tech thermoplastics on its body means that it can resist scratches and even absorb slight bumps.



News

INSIGHTS & INTELLIGENCE



GERMAN ASTRA-NAUT



■ Opel has unveiled its all-new Astra, the brand's contender in the Golf segment. The latest version retains its predecessor's "blade" design, but is smaller – its overall length and wheelbase are 50mm and 20mm shorter than the previous model's. Impressively, the new Astra is up to 200kg lighter than the older one, too.

Despite this automobile's smaller size, Opel claims that cabin space has actually

improved and offers 35mm more rear legroom. Other enhancements include fewer and more intuitive controls, as well as a new IntelliLink infotainment system. Said system features a larger and snazzier touchscreen display with smartphone connectivity, thanks to its compatibility with Apple CarPlay and Android Auto.

In addition to these goodies, the vehicle also boasts higher safety levels, with available equipment

such as Side Blind Spot Alert, Forward Collision Alert and Collision Imminent Braking. Astra models can also be specified with adaptive LED matrix lights.

Boosting the car's performance are new engines that include a turbocharged 1.4-litre

4-cylinder that produces 145bhp and 250Nm, or 5bhp and 50Nm more than the current 1.4-litre turbo.

According to official Opel agent Auto Germany, the latest Astra will come to Singapore in the first quarter of 2016.





FIERY CHEVY

■ Chevrolet has unveiled its sixth-generation Camaro coupe, which is not only more powerful, but more agile and efficient, too. The new Camaro is up to 90kg lighter than the previous model, and can now be specified with Magnetic Ride Control (SS variant only) for better handling. The range-topping Camaro SS is the most powerful one to date – its 6.2-litre V8 (identical to the one in the Corvette) kicks out 455bhp and 617Nm.

The latest version is also available with a turbocharged 2-litre inline-4 that's good for 275bhp and 400Nm. If Chevy produces this coupe in right-hand-drive form, the Ford Mustang (which will reach Singapore in 2016) will have an American rival to contend with.



SEVENTH HEAVEN

■ BMW's all-new 7 Series limousine targets IT-savvy towkays by offering both luxury and high-tech gadgetry in equal measure. The iDrive infotainment system, for one, can now also be operated via touchscreen and hand gestures. Meanwhile, rear seat passengers can access a 7-inch tablet to control the entertainment and air-conditioning.

The coolest feature is the optional Remote Control Parking function, which lets drivers remotely park the vehicle while they're outside the car (like James Bond in *Tomorrow Never Dies*) using the Display Key.

The latest 7 Series also promises greater driving pleasure with its lighter weight (thanks to the use of carbon fibre in the passenger cell) and standard air suspension. And for the first time, this automobile will be available with a 2-litre engine. The 740Le features a turbocharged 2-litre paired to a plug-in hybrid powertrain – another first for this model range. BMW's new flagship will arrive in the fourth quarter of this year.





JAZZY SHUTTLE

■ Honda has launched the all-new Shuttle, a compact station wagon that succeeds the popular Airwave model.

Built on the Jazz platform, the car is a five-seater, but its extra length allows it to offer greater luggage capacity. With the rear seats in place, this vehicle offers 570 litres, or 207 litres more compared to the Jazz. For added

flexibility, the Shuttle's boot also includes a 30-litre underfloor storage compartment made from stain-resistant plastic that's ideal for storing valuables or soiled articles. At press time, local agent Kah Motor has no plans to introduce the car here.



GANGNAM AUTO ART

■ The Hyundai Motorstudio Seoul is allowing visitors to experience its Genesis model from unique perspectives via the Ensemble exhibit. Created by Everywhere artists Bang Hyun Woo and Heo Yun Sil, the deconstructed Genesis coupe is encircled by a network of miniature roads that have camera-equipped cars driving around and transmitting real-time videos to multiple screens. The exhibit runs till Sept 30, 2015.

FORCEFUL FORD MOTOR

■ Ford has revealed its most powerful engine ever. The naturally aspirated 5.2-litre V8, developed for the Shelby GT350 version of the Ford Mustang, generates 526bhp of horsepower and 581Nm of torque. With a redline of 8250rpm, it's also the highest-revving production 8-cylinder in the history of Ford, whose very first V8 engines hit the streets more than 80 years ago.



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INSIGHTS & INTELLIGENCE

GREEN DISCO

■ Nissan has transformed one of its all-electric NV200 commercial vans into a mobile, eco-friendly disco. Known as the Part e-Van ("party van"), it is equipped with a disco-ball solar array that helps power on-board components, an LED "dance floor" and a 6m-tall light-up canopy, along with a pair of augmented-reality screens. To keep partygoers hydrated, there's even a cocktail maker that dispenses "electric-inspired" drinks.



DASHBOARD REDUX

■ Porsche Classic has recreated the dashboard for 911 models built from 1969 to 1975. While the dashboard's colour, look and feel are close to the original version, the materials used in

this "new old" one are supposedly better able to withstand heat and humidity. The classic dashboard costs US\$1353 (\$1824) – shipping, taxes and installation costs not included.

FOUR-RINGED FOOTWEAR

■ Audi USA is offering customers who purchase/lease a brand new or certified pre-owned Audi model the chance to own a specially designed pair of Tom's Alpargata shoes. Said shoes feature red stitching on the exterior, as well as a monogrammed lining with the carmaker's logo.





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■ **MANAGING DIRECTOR**
Pioneer Electronics Asiacentre

KUROSAKI



BEFORE smartphones became common, car audio manufacturers were mainly concerned with how good their hi-fi systems sound and how reliable they are. Users were only worried about the audio quality from their compact discs and MP3 players.

Today, you cannot mention car audio without talking about smartphone connectivity. This new in-car entertainment “wave” is what Satoru Kurosaki has to ride to ensure the success of Pioneer Electronics Asiacentre.

The 51-year-old, who has been with Pioneer for the past 25 years, has had several overseas postings, notably as the managing director of Pioneer Electronics Thailand (2006–2010) and Pioneer Russia (2010–2013).

Kurosaki-san, who started his career at the company as a sales coordinator, talks about the challenges faced by car audio manufacturers, and tells us how he foresees the segment evolving.

You have an economics degree. How did you end up at Pioneer doing sales?

When I joined, I had no idea which department I would be placed in. I was then assigned to be the sales coordinator for home audio-visual products at the company's Tokuyama branch.

What were the challenges you faced then?

The three years I spent as a sales coordinator taught me most of what I needed for my career. We all had to do our part to achieve better results. So, apart from sales, I had to deal with complaints and go to customers' houses to perform troubleshooting. I even did some servicing, too.

Sometimes, the customers I dealt with were yakuza! When the dealers, out of fear, hesitated to attend to them, I had to do it instead.

Were these yakuza clients polite?

Not really. They did not tolerate defects and would demand replacements for faulty products. Soon, a new problem arose. These yakuza customers would call me even if there was nothing wrong with their Pioneer products! They said things such as: “My system sounds different. Can you come over and take a look?”

Do you think it was because they liked you?

I'm sure. [Laughs]

What are the challenges you face in your current job?

In Asia, supplying car manufacturers with hi-fi units is big business. It is quite

important for Pioneer, because our goal is to be the top car audio brand in the world. That is a huge undertaking. I have had experience in Thailand, but it was mostly in sales. In Singapore, there is also a marketing function to see to.

What do consumers today want in a car audio system?

Smartphone connectivity has become very important, whereas in the past, reliability and sound quality were what mattered. We have an edge because we know how to make sound work in a car, and we're also the first car audio manufacturer to offer Apple CarPlay in the aftermarket segment. But I'm not sure how long we can hold this advantage.

How do you see in-car infotainment evolving?

Safety is still the primary concern, but convenience and excitement are the factors that will shape future developments. Currently, smartphone connectivity lets us bring useful information to the driver, such as traffic updates. Users can also send and reply to messages using voice commands. Eventually, vehicle infotainment will let us access the same information we could get in our home or office.



Kurosaki-san's first car was a Mazda Familia, known outside Japan as the Mazda 323.



Pioneer has multimedia receivers with Apple CarPlay to cater to iOS users. What about Android users?

Our products can also be used with Android Auto, which enables connectivity with Android devices.

What was the first car you owned?

It was a second-hand Mazda Familia. That was more than 20 years ago. It was an affordable car for the younger generation. I actually tuned it by changing the oil and installing a bodykit!

Did you install any Pioneer audio components in your first car?

Not at that time. They were too expensive! [Laughs] 🙄

“
**IN MY FIRST
ROLE AS A SALES
COORDINATOR,
I DEALT WITH
CLIENTS WHO
WERE YAKUZA!**
”

MICHAEL LIM

STORY DAVID TING MAIN PHOTO VERNON WONG

■ **CHIEF EXECUTIVE OFFICE**
Motorway Group

B

BORN in 1964, the year before Singapore became an independent nation, 51-year-old Michael Lim has come a long way, just like the Lion City. And he took the Motorway route to success in the local car trade.

His company was registered in 1992, its name being an indirect translation of the Chinese term for "big avenue" – *da dao*. Motorway hit the road with three employees and a used car dealership. Today, it has a staff strength of 120 and several business divisions.

In addition to being Singapore's authorised dealer for Korean sports-utility-vehicle specialist manufacturer SsangYong and Swedish hypercar marque Koenigsegg, Motorway also has one of the biggest rental car fleets here and, currently, the largest selection of pre-owned McLaren, Lamborghinis and Bentleys in Singapore.

We spoke to Michael, who is also the newly appointed president of the Singapore Vehicle Traders Association, at Motorway's eight-storey headquarters in Lower Delta Road.

How did you get started in the motor trade?

After I ROD from the army in 1984, I joined a car firm at the age of 20. I was a dispatch there for around two years, then the company promoted me to do sales. I did that for around six years, after which I set out



on my own and established Motorway. When I was 12 years old, I wanted to have many cars in the future, from small to big!

What would you consider your greatest career achievement?

Starting from scratch with Motorway. Our car rental business, for instance, grew from zero vehicles to almost a thousand. I'm still a bit surprised we achieved that.

Any "speed bumps" that slowed Motorway's growth?

The most difficult challenges were the Asian financial crisis in 1997 and the Government's move in 1995 to tighten car financing to 70 percent [quantum] and seven years [repayment period]. The car market was so bad at the time, we lost a minimum of \$50,000 per car, be it Japanese or

continental. And we had just expanded our showroom from 1000 sq ft to 25,000 sq ft.

It was very stressful! I could not sleep well for months. I worried about customers returning their cars or banks chasing payments. But I faced up to reality and worked something out. Whatever cars we had in hand and whatever the offer, we just let them go and collected the cash. Motorway managed to pull through.

What's on the road map for Motorway in the future?

We'll expand our rental division by increasing the fleet size from 1000 to 2000 or 3000, and adding more supercars for rent/lease.

Is your family involved in the business?



Motorway is the local agent for SsangYong SUVs and Koenigsegg supercars.



My elder son, who's 26, manages his own business. My younger son, 21, is still in national service.

What do you drive most of the time?

My SsangYong SUV, the Actyon. It's small and easy to drive. Any other Motorway car, I just try it once and then leave it there!

Favourite food and holiday destination?

Chinese dishes, especially bak kut teh. China, for its food and scenery.

As a 51-year-old Singaporean, how do you feel about SG50?

I feel proud, lah. 🇸🇬

“WHEN I WAS 12 YEARS OLD, I WANTED TO HAVE MANY CARS IN THE FUTURE, FROM SMALL TO BIG!”



Analyse This

CONSIDERING
THE "WHYS"
BEHIND THE NEWS

CONSULTING EDITOR
CHRISTOPHER TAN



07/JULY

GREEN RIPPLE

Singapore's initiatives to promote greener cars gain traction, but the big impact has yet to be felt.



EFFECTIVE this month (July) is a revised and more stringent Carbon Emissions-based Vehicle Scheme (CEVS), which some in the motor industry say will result in higher car prices.


Their forecast hinges on the assumption that many of the cars previously enjoying CEVS rebates of between \$5000 and \$20,000 would now attract

less generous tax breaks, and those which incurred carbon surcharges previously would incur heftier ones from this month. Some of those in the neutral band might now be subjected to surcharges, too.

Well, we shall soon see if things will pan out that way, although I am quite confident that they will not.

The first reason for this is that the market is dynamic. Companies will tailor their lineup to suit the taxation scheme.

As it is, there are already plenty of existing models

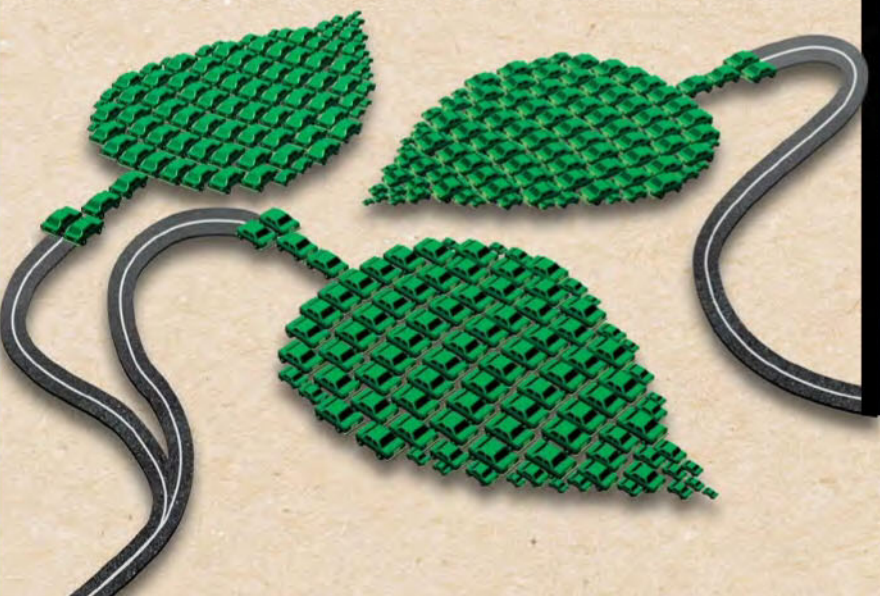
 New cars that emit up to 95g/km of CO₂ get the highest CEVS rebate: \$30k.



that qualify for either \$5000 or \$10,000 in rebates in the revised CEVS. True, most of them used to qualify for fatter tax breaks, but bear in mind that motor companies rarely passed on the full rebates to customers. They kept some for themselves, to raise their profit margins, which also puts them in a better position to secure COEs.

The top-tier rebate of \$30,000, which is significantly bigger than the previous maximum rebate of \$20,000, will make electric cars viable, as these models are the only ones able to benefit fully from this tier – their additional registration fee (ARF) will be the only ones high enough to be offset fully by the new rebate.

Plug-in hybrids and diesels



(which typically emit less carbon than petrol equivalents) will enjoy the second-tier rebate of \$15,000. So we are likely to see more of such cars being sold.

The market will adapt and adjust, with models that emit more CO2 making way for those that emit less. The lineups may be substantially different from those we saw six months ago.

As witnessed in European markets, small turbocharged models will rise, although

even electric cabs. They stand to gain up to \$45,000 in carbon rebates per vehicle, and can command higher rentals with these cabs, which will benefit cabbies with their lower running cost.

Certainly, Singapore's green policies have helped populate the roads with cars that are less carbon-intensive. Take the case of petrol-electric hybrids. In 2004, there were only 19 such cars here. Today, there are close to 6000.

Diesel cars are catching up fast. From eight units in 2004, the population of diesel passenger cars has grown to almost 4000.

More astoundingly, there are about 20 diesel-electric hybrids and 80 plug-in hybrids.

Together, these vehicles make up 1.5 to 2 percent of the total car population. While still small, the cohort is a quantum leap from the 0.007 percent market share it had in 2004.

Of course, we could have done much better. If, for instance, we had handled CNG vehicles well, the gas-driven vehicle population would be growing instead of shrinking.

And if our COE system had not favoured bigger cars, our vehicular carbon footprint might have shrunk further.

An analysis of our average fuel consumption pattern says as much (see the two charts). According to estimates based on Department of Statistics and Land Transport Authority data, a car here could travel on average 9.6km per litre back in 2004. This improved gradually to 12km in 2010, before dipping to 11.1km last year (2014).

This is despite the fact that on average, the amount of fuel used by each vehicle has been falling almost consecutively since 2004 – from around 176.5 litres per month to 136.8 in 2009. Thereafter, it hit a plateau, ending at 131.8 litres

manual and semi-automatics, which are typically paired with the smallest engines, might not make it here. Motorists in Singapore have a strong preference for automatics.

For sure, 3-cylinder engines will proliferate, possibly led by the BMW Group and Ford. Elsewhere, cars which previously had six cylinders will be powered by four, and those with eight will drop two to make six.

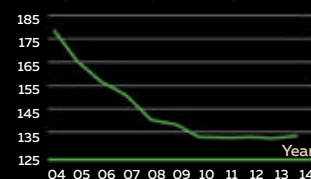
Models with V12 engines will continue largely unaffected, as such cars usually cost more than \$1 million. Hence even the most punitive carbon surcharge of \$30,000 pales in comparison to their overall sticker prices.

Taxi companies will start exploring new models, such as small turbo-diesels and perhaps

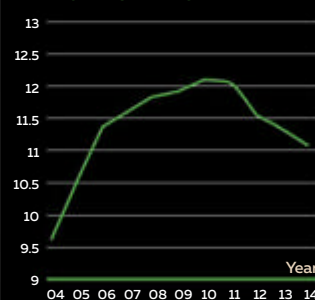
SINGAPORE'S GREEN POLICIES HAVE HELPED POPULATE THE ROADS WITH CARS THAT ARE LESS CARBON-INTENSIVE.

AVERAGE FUEL USAGE & ECONOMY

LITRES PER VEHICLE PER MONTH



AVERAGE KILOMETRES PER LITRE



SOURCES: DEPARTMENT OF STATISTICS; LAND TRANSPORT AUTHORITY

Between 2006 and 2014, the real-world average fuel economy of passenger cars in Singapore has been better than in 2004-2005.

per month last year.

But considering the fact that average annual mileage has been sliding from more than 20,000km to 17,500km last year, our average fuel economy could have been better.

There could be a number of reasons why this was not so, including the proliferation of bigger cars here.

According to the LTA, the population of cars above 1600cc grew by 77.2 percent between 2004 and 2014, whereas the up-to-1600cc cohort grew by 29.7 percent.

The latter outnumbered the former by 1.6 in 2004. Last year, the ratio shrank to 1.2. This is because of the Open COE category, which has been cornered by buyers and sellers of bigger cars for more than two decades.

GOT A COMMENT?
SEND IT TO
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Behind the Wheel

JEREMY CHUA

HORSEPOWER FIGURES ARE OVERRATED

A car's power-to-weight ratio is more important than its engine output.



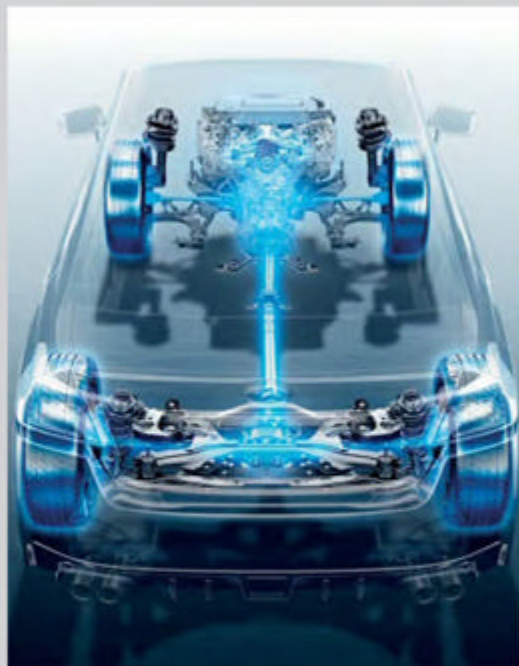
A group of enthusiasts talking about their favourite sports cars is akin to a game of Top Trumps. But in this case, actual playing cards aren't involved, and the only figures that will probably be compared are horsepower numbers and century sprint times.

I have imagined German engineers sitting around a table discussing the same issue, perhaps with ginormous beer steins in hand. "Our halo model must have more horsepower than all its rivals, ja?"

Horsepower figures make it easy for drivers to compare performance cars – on paper, at least. Larger power figures will always excite marketers, too, because they can make cars "easier" to sell.



A lighter body is key to enhancing performance.



But an engine's output is only one of the factors that determine the performance. When it comes to sports cars, the power-to-weight ratio has greater significance, for it more accurately indicates a car's performance potential.

Let's imagine two rival models with similar prices. Car A has 300bhp and weighs 1.5 tonnes, while its rival, Car B, only has 250bhp but weighs one tonne.

To an average driver, Car A seems like the better choice because it is more powerful than Car B.

An above-average driving enthusiast, however, would argue the opposite, because although Car A has 50bhp more, its power-to-weight ratio of 200bhp per tonne is lower than Car B's power-to-weight ratio of 250bhp per tonne.

A higher power-to-weight ratio improves a car's driveability. The car will seem lighter and more nimble, especially when cornering, since there are more ponies per kilo of sheet metal. Using the aforementioned example, Car B might be more fuel-efficient as well, since the motor has less weight to move.

But how does one decide between two competing and similarly priced sports cars with the same power-to-weight ratios? Well, that's when other factors, such as how a car makes you feel, come into play. 🍀

JEREMY THINKS COMPARING HORSEPOWER FIGURES IS CHILDISH, BUT HE'S ALWAYS READY FOR A GOOD GAME OF TOP TRUMPS.



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Ed Lib

EDRIC PAN



THERE'S A HERO

Edric met a childhood idol who took him for a drive – and not just any drive.



WALTER Rohrl – multiple world rally champion in the 1980s, all-round motorsport legend and, latterly, the man who helps Porsche hone the on-limit handling of its most extreme sports cars – treated me to a full-tilt lap of the stunning, daunting Portimao circuit in southern Portugal.

The occasion was the launch of the German marque's hardcore Cayman GT4. Apart from the car itself, Walter

was the main attraction.

Typically, us journos are paced around the racetrack by a professional driver to familiarise us with cornering lines and braking points, and, hopefully, to rein in any over-enthusiasm. But when the pace car driver is Walter himself, you sit up and take notice.

After following in his wheel tracks for some laps (hard-driven by my standards; probably a canter by his), we were asked if anyone would like a "hot" lap riding shotgun with him. I didn't need to be asked twice.

Unlike other professional race drivers I have passengered,



The hardcore Cayman GT4 was the 385bhp "taxi ride" that Edric took.



The talented Walter Rohrl caught in a speedy selfie with the less talented columnist.

Walter seemed a lot busier at the wheel, constantly fidgeting ("fighting" would be the wrong word) with the steering under braking and through each bend, instead of setting it up at an angle and holding it there. His entry into slower bends was also tighter than the classic wide-entry racing line. I guess old rally habits die hard.

But in any case, the result was astonishing pace, otherworldly car control and, on my part, a total absence of fear despite hurtling around an unfamiliar track with hair-raising blind crests and dauntingly fast bends. This, after all, was the man who has set multiple production-car records around the Nurburgring.

Halfway through, I spotted a camera-equipped drone in the sky tracking our lap, which made me think of the TV helicopters following rally cars at world championship events, and somehow the experience became even more surreal.

Walter Rohrl and me, on a remote track in the middle of nowhere, being filmed from the air like a leading WRC crew.

And as we crossed the finish line, I noticed Walter touching the watch on his left wrist, and realised that he had been timing himself.

"What's your time?" I asked him.

"Two minutes, three seconds," he replied. It was a second slower than his fastest lap so far that day.

It's mind-boggling that a motorsport legend like Walter, with nothing left to prove, still has the fire within to bother timing himself, even while giving yet another joyride to some unknown journo. But it's also immensely gratifying. 🙌

EDRIC'S JOYRIDE WITH HIS CHILDHOOD HERO IN THE PORSCHE CAYMAN GT4 SHOWED THAT WALTER ROHRL IS A PETROLHEAD, JUST LIKE US.

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LYNN TAN

RESISTANCE IS FUTILE

Lynn has a weakness for both motorcars and handbags.



MY husband is a fellow car lover, but when it comes to handbags, he cannot comprehend why they command the prices they do. He would pay a six-figure amount for a car more readily than he would four figures for a bag. He also tells me that he's getting more leather in the cabin than on any bag of mine.

I was recently on a bag hunt. Just as there are different cars for different occasions (for those who can afford it), there are different handbags for different purposes.

I was shopping for a sensible black bag for work and a roomy tote for travel. I considered various brands and models, and pondered over type, size and price – just as I would when shopping for a car.

There are products that people buy simply because of brand prestige. While these aren't bad choices, they may not be the best options either. Still, women tend

to be swayed by prestigious bags and pay good money for them.

To me, a Hermes Birkin is neither the most practical nor the most beautiful of bags (owners would probably throw their Birkins at me for making such a statement). A woman buys the Rolls-Royce of handbags not because it is easy to access her belongings or it is stunning to look at, but because it is a Birkin.

And because it is a Birkin, she's assured of its resale value. In fact, "pre-loved" may be the only way I can get my hands on one

because of the long waiting list at the boutiques. It all boils down to demand and supply, and the same goes for cars.

Of course, the product's condition also affects its value, which is one of the reasons why motorists service their cars at authorised workshops and sign up for grooming packages.

I go to great lengths avoiding scuffs on my bags, and always ensure they are properly put away in their dust covers when not in use. Some of my girlfriends even send their prized pouches to bag spas and deploy a "handbag raincoat" during wet weather outdoors. ☺

LYNN HAS BEEN PAYING HIGH PRICES TO SATISFY HER WEAKNESS FOR NICE CARS AND EQUALLY NICE BAGS.

Whether she's buying a car or a bag, Lynn considers the make, model, type, size and price.



Stylish, compact and unconventional – these are the three key characteristics of every MINI. Naturally, MINI cars are also renowned for being extremely fun to drive. Thanks to their ground hugging stance and sharp steering, they deliver a “go kart” feeling.

Now, although MINIs are unconventional, they are far from impractical. The MINI 5 Door, for instance, is the perfect example of a MINI that's not only fun but practical, too.

The MINI 5 Door retains the MINI 3 Door's trademark design elements, which include a “floating” roof and wheels pushed out to each corner. At 3982mm long, it is 155mm longer than its 3 Door sibling.

More importantly, the MINI 5 Door's wheelbase is 72mm longer than the MINI 3 Door's. This extra length ensures that there's enough space for an extra pair of doors for improved access to the rear, as well as additional room for a third occupant. Indeed, the MINI 5 Door's backseat offers 37mm more legroom than the MINI 3 Door's.

The MINI 5 Door not only offers more space for passengers, it provides a bigger capacity for their belongings as well. The hatchback's 278 litre boot is 67 litres, or 30 percent larger than the MINI 3 Door's. This vehicle can even perform load hauling duties – fold down the rear seats and the boot capacity expands to 941 litres.

Although the MINI 5 Door is larger, its performance is similar to the MINI 3 Door's. Powered by the same turbocharged 1.5 litre, 3 cylinder motor that produces 136bhp and 220Nm, this automobile goes from rest to 100km/h in 8.1 seconds. That's a mere 0.3 of a second slower than the MINI 3 Door's century sprint time.

The MINI Cooper S 5 Door boasts even more exhilarating performance. With a 2 litre turbo kicking out 192bhp and 280Nm, it dashes from a standstill to 100km/h in just 6.8 seconds, an imperceptible 0.1 of a second behind the MINI Cooper S 3 Door.

Exciting, sharp and “unconventionally” roomy, the MINI 5 Door is a MINI maximised!



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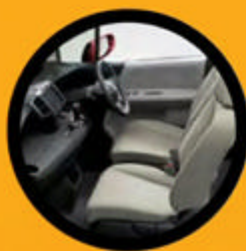


07/JUL



FREEDOM OF MOVEMENT

With this cheap and good 1.5-litre seven-seater, Honda "Freed" big families in South-east Asia from the discomfort of motoring in a jalopy. Inside the cabin, accessible through rear sliding doors (with optional powered operation), are seven seats arranged in a versatile 2+2+3 configuration, plus storage points everywhere. Following the Freed is another cheap and good 1.5-litre seven-seater from Honda, the Mobilio (pg 70).



AND ALSO

- BENTLEY FLYING SPUR V8 4.0 vs AUDI A8L 4.0 ■ FORD'S NEW MONDEO vs OLD MONDEO
- AUDI Q7 ■ BMW X5M ■ SUZUKI VITARA ■ SSANGYONG TIVOLI ■ TOYOTA CAMRY 2.0
- KIA SORENTO vs HYUNDAI SANTA FE vs SSANGYONG REXTON

**KIA
SORENTO 2.4**
versus
**HYUNDAI
SANTA FE 2.4**
versus
**SSANGYONG
REXTON 2.0**

STORY JEREMY CHUA
PHOTOS TAN MENG CHOON
ART DIRECTION SEAN LEE

GROUP TEST



RUGGED GANGNAM THREESOME

Which of these seven-seater Korean SUVs has the best blend of suburban stylishness and venture-everywhere performance?



THESE three sports utility vehicles prove how far Korean carmakers Kia, Hyundai and SsangYong have progressed. A decade ago, the SUVs these manufacturers produced not only look odd, they also do not offer much in terms of performance. Today, however, you wouldn't be able to find a single stodgy model in their showrooms.

The SUV with arguably the most modern design in this story is the all-new Kia Sorento. But the newcomer, which is the only SUV of this group with front-wheel-drive instead of four-wheel-drive, promises more than good looks – it also offers greater roominess and refinement than the old model.

Keen to show that it, too, has both style and substance is the Hyundai Santa Fe. Like its corporate cousin, the Kia Sorento, the Santa Fe offers plenty of standard amenities, including an all-wheel-drive

system that provides added surefootedness.

It may be an offbeat choice in Singapore, but the SsangYong Rexton boasts the strongest road presence in this shootout. Apart from its imposing dimensions and tough appearance, it also has a turbo-diesel powertrain (the only contender so equipped), which should give it plenty of low-end grunt.

Now, which Korean SUV in this rugged Gangnam threesome is the best? Continue reading to see what we think.



MOST MUSCULAR MOTOR

ENGINE

Hyundai's 2.4-litre with 192bhp and 242Nm is the most powerful, but the least fuel-efficient.

10.8 seconds
(0-100KM/H)



HYUNDAI SANTA FE 2.4



MOST SEAMLESS GEARBOX

ENGINE

Kia's 2.4-litre unit with 188bhp and 239Nm is the quietest and sweetest of the three engines.

10.2 seconds
(0-100KM/H)



KIA SORENTO 2.4



MOST EFFICIENT ENGINE

ENGINE

SsangYong's 2-litre turbo-diesel with 155bhp and 360Nm has the most torque and is also the most frugal.

13.2 seconds
(0-100KM/H)



SSANGYONG REXTON 2.0



↻
Six-speed automatic is as smooth as the Sorento's, while its manual override is the most prompt.



↻
Six-speed automatic is the creamiest transmission, but its manual override isn't as quick as the Santa Fe's.



↻
Five-speed automatic has one less gear than the rest, but comes with two sets of manual override controls for easier DIY shifting.



KIA SORENTO 2.4 vs HYUNDAI SANTA FE 2.4 vs SSANGYONG REXTON 2.0

HYUNDAI SANTA FE 2.4



COCKPIT

Most spacious and has the largest storage points of the three cockpits. It's also the lone contender with a user-selectable Flex Steer function.



KIA SORENTO 2.4



COCKPIT

Feels classier than the rest, thanks to its ventilated driver's seat, attractive gauges and infotainment. It's also the only SUV here providing three driving modes.

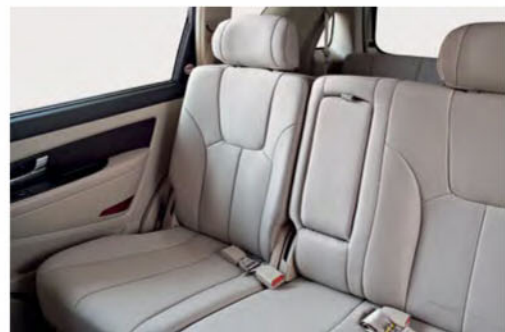


SSANGYONG REXTON 2.0



COCKPIT

Cockpit looks ordinary, but its layout and controls are the most intuitive. The tallest ride height of the bunch ensures the best overall visibility, too.





BACKSEAT

The plushiest seats, with air-con vents in the B-pillars for better cooling, but Hyundai's headroom is relatively low. Access to the third row is also the trickiest of the three cabins.



BOOT

Santa Fe's 534-litre boot has a thoughtful 12-volt socket, but the high loading height makes it harder to load heavy items.



BACKSEAT

Kia's second row offers the most legroom, plus a useful USB port and retractable sunshades. Its third-row seats are the comfiest and most road-trip-friendly, with a storage bin and cupholder on either side.



BOOT

Capacity of 605 litres offers the most convenience for frequent shoppers thanks to its tailgate, which has a hands-free opening feature.



BACKSEAT

SsangYong's second-row bench has the most headroom, but it's too narrow for three adults sitting abreast. Access to the rearmost seats is the easiest, but the lack of headrests means it is strictly for kids less than 1.4m tall.



BOOT

Rexton's 500-litre volume is the least convenient, as it lacks the others' powered tailgate, but it has the most organised underfloor storage.



“THE SANTA FE IS THE MOST DRIVER-ORIENTED, THE REXTON IS THE MOST CAPABLE OFF-ROADER, WHILE THE SORENTO OOZES ATHLETICISM AND REFINEMENT.”

LAST WORD

The Rexton doesn't have as many amenities as its rivals, but its simple cockpit nevertheless offers great visibility and excellent headroom. Its turbo-diesel 4x4 drivetrain, generous ground clearance and Land Roverish toughness also give it the best off-roading potential in this company.

The Santa Fe's cushy seats and practical cabin make it a good choice for families who enjoy jaunts up north. It's an attractive and attractively priced SUV, whose only real drawbacks are its comparatively low headroom and restrictive access to the third row.

The Sorento may not have the Rexton's off-roading potential or the practicality of the Santa Fe's interior, but its space, refinement and performance make it a compelling choice for Hallyu fans who want a seven-seater Gangnam SUV. 🇰🇷



KEYS (From left) The Santa Fe's device looks and feels the classiest, the Sorento fob's buttons are the nicest to press, while the Rexton's conventional key is the least pocket-friendly.

KIA SORENTO 2.4 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves
CAPACITY	2359cc
BORE X STROKE	88mm x 97mm
COMPRESSION RATIO	11.3:1
MAX POWER	188bhp at 6000rpm
MAX TORQUE	239Nm at 4000rpm
POWER TO WEIGHT	111bhp per tonne
GEARBOX	6-speed automatic with manual select
DRIVEN WHEELS	Front

PERFORMANCE

0-100KM/H	10.2 seconds
TOP SPEED	195km/h
CONSUMPTION	11.4km/L (combined)
CO2 EMISSION	200g/km

SUSPENSION

FRONT	MacPherson struts, coil springs
REAR	Double wishbones, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Discs
--------------	--------------------------

TYRES

TYPE	Kumho Crugen HP91
SIZE	235/55 R19

SAFETY

AIRBAGS	6
TRACTION AIDS	ABS, VSM

MEASUREMENTS

LENGTH	4780mm
WIDTH	1890mm
HEIGHT	1685mm
WHEELBASE	2780mm
KERB WEIGHT	1693kg
TURNING CIRCLE	11.1m

BUYING IT

PRICE INCL. COE	\$168,999 (after \$5k CEVS surcharge)
WARRANTY	5 years/unlimited km



COOLEST
STYLING,
CLASSIEST
INTERIOR,
KEENEST
POWERTRAIN



HIGHEST
PRICE, NO
FOUR-
WHEEL-
DRIVE,
SLUGGISH
MANUAL
OVERRIDE

BEST IN
**DESIGN &
PERFOR-
MANCE**



HYUNDAI SANTA FE 2.4 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves
CAPACITY	2359cc
BORE X STROKE	88mm x 97mm
COMPRESSION RATIO	11.3:1
MAX POWER	192bhp at 6300rpm
MAX TORQUE	242Nm at 4250rpm
POWER TO WEIGHT	113.5bhp per tonne
GEARBOX	6-speed automatic with manual select
DRIVEN WHEELS	All

PERFORMANCE

0-100KM/H	10.8 seconds
TOP SPEED	190km/h
CONSUMPTION	11.2km/L (combined)
CO2 EMISSION	209g/km

SUSPENSION

FRONT	MacPherson struts, coil springs
REAR	Multi-link, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Discs
--------------	--------------------------

TYRES

TYPE	Kumho Crugen Premium
SIZE	235/55 R19

SAFETY

AIRBAGS	7
TRACTION AIDS	ABS, VSM

MEASUREMENTS

LENGTH	4690mm
WIDTH	1880mm
HEIGHT	1680mm
WHEELBASE	2700mm
KERB WEIGHT	1691kg
TURNING CIRCLE	12.7m

BUYING IT

PRICE INCL. COE	\$161,988 (after \$10k CEVS surcharge)
WARRANTY	5 years/unlimited km



+
MOST POWERFUL ENGINE, MOST PRACTICAL CABIN, LOWEST STICKER PRICE

—
TRICKIEST THIRD-ROW ACCESS, OVERLY LIGHT HELM, HIGHEST CONSUMPTION

BEST IN DRIVER-FRIENDLINESS



SSANGYONG REXTON 2.0 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves, turbo-diesel
CAPACITY	1998cc
BORE X STROKE	86.2mm x 85.6mm
COMPRESSION RATIO	16.5:1
MAX POWER	155bhp at 4000rpm
MAX TORQUE	360Nm at 1500-2800rpm
POWER TO WEIGHT	78.1bhp per tonne
GEARBOX	5-speed automatic with manual select
DRIVEN WHEELS	All

PERFORMANCE

0-100KM/H	13.2 seconds
TOP SPEED	175km/h
CONSUMPTION	12.8km/L (combined)
CO2 EMISSION	206g/km

SUSPENSION

FRONT	Double wishbones, coil springs
REAR	Multi-link, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Discs
--------------	--------------------------

TYRES

TYPE	Hankook DynaPro HP
SIZE	235/75 R16

SAFETY

AIRBAGS	2
TRACTION AIDS	ABS, ESP

MEASUREMENTS

LENGTH	4755mm
WIDTH	1900mm
HEIGHT	1840mm
WHEELBASE	2835mm
KERB WEIGHT	1985kg
TURNING CIRCLE	11.4m

BUYING IT

PRICE INCL. COE	\$167,888 (after \$10k CEVS surcharge)
WARRANTY	3 years/100,000km



+
GREATEST ROAD PRESENCE, CUSHIEST RIDE QUALITY, MOST FUEL-EFFICIENT MOTOR

—
FEWEST ON-BOARD AMENITIES, SMALLEST BOOT CAPACITY, FEWEST AIRBAGS

BEST IN OFF-ROADING CAPABILITY



BENTLEY FLYING SPUR V8 versus AUDI A8L 4.0

STORY DARYL LEE
PHOTOS TAN MENG CHOON
ART DIRECTION MICHAEL CHIAN

GROUP TEST



BIG HITTERS

These large limos may be plus-sized in terms of physical dimensions and luxury features, however they're anything but slow.



BIG luxury saloons are commonly known as "barges" for good reason – they usually measure over 5m long and weigh in the region of 2 tonnes. Traditionally, this meant they are also slow and lumbering, because they need equally huge engines to haul them around. As even the most un-studied physics student will

tell you, weight is the biggest enemy of speed.

However, with the advent of modern turbocharged engines and lightweight materials (high-strength steel, aluminium and even composites), the drawbacks of owning a big saloon have been largely negated, as expertly demonstrated by the Audi A8 and Bentley Flying Spur here.

In terms of chassis construction, cabin fittings and personality, the two distant cousins (both marques are



owned by the Volkswagen Group) couldn't be more different. But they share a common heart: a 4-litre twin-turbo V8 mated to an 8-speed automatic gearbox. However, as we said, that's where the similarities end.

In the Audi, the V8 engine develops 435bhp. In the Bentley, the motor develops an even mightier 500bhp.

The Audi's 65bhp deficit might suggest it's the slower car, but in fact it completes the zero-to-100km/h dash in 4.6 seconds,

which is 0.6 of a second quicker than the Bentley.

The reason for the A8's greater off-the-line alacrity is down to how it's composed largely of aluminium (13 different types, apparently). As a result, the Audi model in this guise weighs 1975kg, which is remarkable considering it's nearly 5.3m long, 2m wide and has an all-wheel-drive system.

The Flying Spur shares roughly the same dimensions as the A8, but because it's made of more



BENTLEY FLYING SPUR V8 vs AUDI A8L 4.0



The Audi's interior (right) is more "technical", while the Bentley's (left) oozes "classical" charm.

conventional materials (that is, steel), it weighs about 500kg more than the Audi. Still, if you were to bury the throttle into the deep-pile wool carpet, it would take a cynical person indeed to call the Flying Spur slow.

But while the Bentley does well in the straight-line acceleration stakes, it comes a little unstuck once the road gets twistier, no thanks to its kerb weight that's approaching 2.5 tonnes. Even with the adaptive air-filled dampers set to their firmest setting, there's still a good deal of wallow to the Flying Spur's cornering attitude. And with its slow steering rack and large steering wheel, driving it hard involves plenty of flailing elbows.

If you're a fan of the first-generation Flying Spur, you'll find this lack of agility lamentable, though this is in line with how Bentley is pitching the second-generation model as a junior Mulsanne (the marque's flagship limo). This is in contrast to its

A mini-tablet allows rear passengers in the Bentley to control various functions remotely.



predecessor, which could be thought of as a four-door Continental GT.

Unlike the Bentley, the Audi is surprisingly competent when driven hard, with its relatively low weight and more sportily tuned suspension being big contributors to its finesse. Perhaps the biggest contributor to the A8's handling ability, though, is the stiffness of its chassis.

“THE A8 AND FLYING SPUR HAVE VASTLY DIFFERENT PERSONALITIES, BUT PACK THE SAME “HEART” AND ARE DRIPPING WITH LUXURY.”

While we're not able to independently validate Audi's torsional rigidity claim, we can safely say that the A8 is pretty darn stiff. It gamely handles rapid directional changes and tackles long, sweeping corners with relative ease.

That said, treat the A8 like a

➡
Rear-seat passengers in the Audi are pampered with video screens and a fold-out table.



BENTLEY FLYING SPUR V8 vs AUDI A8L 4.0

hot hatch and you'll probably find yourself wrapped around a nearby tree. But for what it's worth, Audi's largest saloon is a remarkably capable machine.

Of course, there are some who point out that buying a big limo for how well it handles is like buying a supercar and complaining about the lack of boot space. And these people have a point – the task of driving a limo is best left to a chauffeur. Luxury saloons should be about, well, luxury, and that's where the

Flying Spur scores big.


That's not to say the Audi is wanting in that department. Its cabin is swaddled in acres of fine leather and textured wood. Build quality is, as you'd expect, stratospheric. Even the smallest details have received attention, such as the hinges for the central armrest (which seem hewn out of a solid billet of metal) and the grooved metal strip that surrounds the upper portion of the rear door frames.

It's pretty much the same

story with the Bentley, though unlike the more "technical" Audi, the Flying Spur's cabin is dripping with old-world charm, like a rolling version of an ancient English manor. There's an almost impossible depth to the lacquer of the wood panelling and the flawlessness of the leather upholstery, along with the marque's signature knurled motif adorning certain knobs and surfaces. And oh, yes, each Flying Spur comes with a "free" Breitling clock on the dashboard.

Given that, it should go without saying that the A8 and Flying Spur are bristling with nifty equipment – satellite navigation, electrically operated boot lids and soft-close doors are just a few of their many goodies.

On the surface of things, it seems like the Bentley is missing out on the Audi's rear-seat entertainment screens and fold-out table (the latter is housed in the rear centre console), but don't forget that the Flying Spur has

	ENGINE	3993cc, 32-valves, V8, turbocharged
	MAX POWER	500bhp at 6000rpm
	MAX TORQUE	660Nm at 1750rpm
	POWER TO WEIGHT	212.8bhp per tonne
	GEARBOX	8-speed automatic with manual select
	0-100KM/H	5.2 seconds
	TOP SPEED	295km/h
	CONSUMPTION	9.2km/L (combined)
	CO2 EMISSION	254g/km
	PRICE INCL. COE	Price on application

	ENGINE	3993cc, 32-valves, V8, turbocharged
	MAX POWER	435bhp at 5000-6000rpm
	MAX TORQUE	600Nm at 1500-4500rpm
	POWER TO WEIGHT	220.3bhp per tonne
	GEARBOX	8-speed automatic with manual select
	0-100KM/H	4.6 seconds
	TOP SPEED	250km/h (governed)
	CONSUMPTION	10.9km/L (combined)
	CO2 EMISSION	216g/km
	PRICE INCL. COE	\$524,000 (after \$5k CEVS surcharge)



access to the marque's Mulliner customisation division, where your every wish (provided it's legal) is their command, in spite of it being the "entry-level" Bentley.

For all that I've said so far, and where it really counts, the A8 and Flying Spur share something in common: Both saloons have plenty of aural and mechanical refinement.

Whether it's the Audi or Bentley, it's like riding around in a bubble of silence, far from the madding crowd and clamour of the world at large. This makes them just the sort of car a busy potentate needs when commuting between meetings.

At this point, it should be clear that while modern limos may have moved the game forward significantly for the breed, they're still as luxurious (and luxuriously appointed) as ever, with one key difference: They're a lot quicker. Good thing, too, because you know what they say: Time is money. 🍷

Given the premium positioning of these cars, it's fitting that the builders of the Flying Spur and A8 sweat the small stuff.



NEW FORD MONDEO 2.0 versus OLD FORD MONDEO 2.0

STORY DARYL LEE
PHOTOS VEE CHIN

GROUP TEST

FORDING AHEAD

We put the latest Ford Mondeo up against its predecessor and find the current-generation model to be vastly improved.



BEFORE I go any further, let's be in no doubt about one thing: Ford's mid-size Mondeo saloon has always been one of the stars in its segment.

America's answer (it's actually built in Europe) to the Toyota Camry has always had fine handling manners and excellent equipment, the latter point thanks to how Singapore-spec cars come in Ford's top-shelf Titanium trim level. The only problem lies in its largely anonymous looks. But then that's exactly how some buyers like their mid-size saloons.

So, given that, it should stand to reason that what its core group of buyers (that is, solid, no-nonsense types) want is a car that's inoffensive, and the

new Mondeo (now in its fourth generation) delivers again.

It has received new styling, including a more compact, angular headlight cluster, but when viewed from the side and back, it's still unmistakably a Mondeo, which is not a bad thing at all. Still, you're more than wont to walk right past it in a carpark lot, which makes it an ideal getaway vehicle if you're ever planning a heist at the Marina Bay Sands.

And more on that: There's probably no other car you'd want on your side than the Mondeo, because in addition to its anonymous looks (I stress that this is subjective), it also handles in a remarkably tidy fashion.

As before, the new Mondeo gets a 2-litre 240bhp turbo motor, but with 5Nm more torque (345Nm), so there's a bit of zing on offer. Its century sprint time is claimed to be 7.9 seconds, which is decent, though it's 0.4 of a



A sure sign of the new Mondeo's advancement is how it now comes with an electronic parking brake.



“
THE OLD
MONDEO
COULD
HARDLY
BE CALLED
SPARTAN,
BUT THE NEW
ONE BLOWS
IT OUT OF
THE WATER.
”



NEW FORD MONDEO 2.0 vs OLD FORD MONDEO 2.0



second slower than before.

That's largely down to how it's nearly 100kg heavier (1644kg versus 1564kg).

The new Mondeo's gearbox has also gone "backwards" – it's now a 6-speed torque-converter automatic, instead of the previous-generation's 6-speed dual-clutch transmission.


At any rate, the Mondeo's lively chassis is still alive and well in the current-generation vehicle.


There's an accurate helm and a flat cornering attitude, but when you're not driving like you were escaping a horde of policemen in hot pursuit, the car is quiet, comfortable and about as refined as you could expect anything short of a luxu-barge to be.

And it's practical, too. Ford says there's 540 litres of boot space on offer, which is a significant improvement from its predecessor's 455 litres.

Oddly enough, the wheelbase has remained unchanged at 2850mm, which is disappointing, considering how much weight the

 The new Mondeo has snazzy new touchscreen infotainment, a far cry from the ancient-looking system in its predecessor.

 Oddly enough, the new Mondeo has a more "backward" 6-speed auto, against the 6-speed dual-clutch gearbox it had before.

	ENGINE	1999cc, 16-valves, inline-4, turbocharged
	MAX POWER	240bhp at 5300rpm
	MAX TORQUE	345Nm at 2300-4900rpm
	POWER TO WEIGHT	146bhp per tonne
	GEARBOX	6-speed automatic with manual select
	0-100KM/H	7.9 seconds
	TOP SPEED	240km/h
	CONSUMPTION	13.3km/L (combined)
	CO2 EMISSION	174g/km
	PRICE INCL. COE	\$172,999 (no CEVS rebate/surcharge)





MONDEO	ENGINE	1999cc, 16-valves, inline-4, turbocharged
	MAX POWER	240bhp at 6000rpm
	MAX TORQUE	340Nm at 1900-3500rpm
	POWER TO WEIGHT	153.5bhp per tonne
	GEARBOX	6-speed dual-clutch with manual select
	0-100KM/H	7.5 seconds
	TOP SPEED	246km/h
	CONSUMPTION	13km/L (combined)
	CO2 EMISSION	179g/km
	PRICE INCL. COE	Not applicable



new model has gained over its immediate forebear.

The good news is that weight gain isn't "empty calories", with the new Mondeo packed to near overflowing with standard equipment. Yes, the older version is hardly spartan, but the new model positively blows it out of the water, with a clear sign of that being the replacement of the manual parking brake with an electronic switch.

The new car has a host of adaptive gizmos for its headlights, cruise control and wipers. Did I

also mention the equally snazzy infotainment system? Like before, it's a Sony-branded unit, but now the screen is a colour touchscreen affair, against the dated red LED display in the third-generation car.

And the old Mondeo's infotainment system is a microcosm of exactly what I didn't like about the previous-generation model. It's by no means abysmal, but it felt dated even when it was new, so the intervening years since it was launched (in 2007, then

a facelift in 2012) haven't been kind to it. And the less that can be said about the old Mondeo's switchgear, the better.

The new version, in contrast, feels bang up to date, what with its aforementioned infotainment system, plus switchgear that not only looks more modern but also feels the part.

At \$172,999, the Mondeo is hardly a "budget" saloon (you could get a Toyota Camry 2.0 for just under \$10,000 less), but a more well-rounded mid-size saloon you're unlikely to find. 🍷

 The new (red) Mondeo still has twin tailpipes, but they now sport a more attractive appearance.

AUDI Q7

STORY CHRISTOPHER TAN
LOCATION VERBIER, SWITZERLAND



HEAD OF THE Q

Audi's enduring Q7 ups the ante with its improved driving dynamics, safety and technical wizardry.



HAVING driven the last Audi Q7 extensively over the course of its nine-year lifespan in Singapore, as well as in a number of other places, I am quite familiar with the car.

I find it to be a versatile seven-seater, with a level of trustiness on the tarmac that I would easily assign to some of the better sports utility vehicles today. It is a big vehicle, but only relatively so.

The bulbous old Audi is manoeuvrable despite its girth, nimble despite its heft, and possesses a driveability that is three parts effortlessness and one part excitement.

Still, it pales in comparison to what I consider to be its closest rival: the BMW X5. The Bavarian excels in the fun-to-drive department. Like most BMWs, it feels like a BMW at the helm, its dimensions notwithstanding.

Now, the second-generation Q7 is upon us, and it looks like Audi has addressed the only thing that separated the original car from the excellent X5. Uncanny.

The new car is not quite as long or broad as its predecessor, and stands a wee bit taller. But to the eye, it appears to sit lower to the ground, striking more of a wagon pose than an SUV stance.

Its design is noticeably more angular, with its sheet metal now adorned with busy folds and creases. That inescapable shield-like grille is now almost a standalone styling element. It juts out a little, with the four-ring emblem actually protruding outwards by several millimetres. Any person having the misfortune of making contact with a moving Q7 will



more compact stature, shorter wheelbase, 20-inch wheels, newly designed suspension, and all-wheel steering (a highly recommended cost option), the car proves to be delightfully agile on the alpine roads that dominate the test route.

At the wheel, I can take liberties I would not have in the previous model. The Q7's new chassis, which will be used for the next Porsche Cayenne, handles the size and weight of its moving mass with confidence and calmness.

Along the mountain roads here that seem to go on forever, there are moments when it actually performs more like a plus-size hatchback than an SUV with seven seats. On occasional hairpins designed by sadists, the rear-biased quattro

does not lose a step, with its massive bitumen-biting Pirellis working perfectly with the chassis' balanced architecture.

Never once do those (285/45 R20) tyres complain – not even when peak torque of 440Nm is sent forth by the car's familiar 3-litre supercharged V6 that surely qualifies as an Audi family heirloom by now.

The engine is paired with an 8-speed Tiptronic transmission that has similarities with what you find in some Porsches. Its spread of ratios optimises efficiency without sacrificing responsiveness. It also incorporates a new centre differential, which replaces the separate transfer case in the first-generation Q7.

This setup may have



be "branded" an Audi forever.

But the likelihood of that is less now, as the latest version has some of the most sophisticated active safety features around (more of that later).

The most startling thing about this car after its design is its weight. Variant for variant, the 3.0 TFSI tested here is 210kg or 9.4 percent lighter than its predecessor – which is quite amazing. The body, seats, doors, engine cooling system and even the cabling are now lighter.

If lightness is next to sportiness, then the new SUV has got its setup right. Along with its slightly

 Sporty steering wheel, "virtual cockpit" display, "aeronautical" 8AT Tiptronic gearlever and brilliant hi-fi distinguish the cockpit of this new Audi SUV.



contributed to the car being 37 percent more economical, which is significant.

On less giddy stretches, it impresses with its comfort. It tracks like an arrow, and betrays far less body movement than I would expect of an SUV. Even in Dynamic mode, the air suspension insulates the cabin from the nastiness of badly paved roads, which I might add, are as rare as a broken clock in this land of fondue and snow-capped peaks.

Occupants are also shielded well against external noises, thanks in part to double-glazed windows. Clearly, Audi has found this glass to be worth its extra weight.

The cabin is a nice sanctuary, with a level of luxury above what you experience in an A6 and just below what you see in an A8. The gearlever is the same slim, aeronautically inspired unit first found in the A8. The fascia has a unique row of air-vents that stretches from the centre console to the door.

The sporty multi-function steering wheel and "virtual cockpit" would be familiar to those who have sat in the latest TT. The overall finishing is much more premium than that of the previous Q7. The doors have soft-closing servos.

But the one thing that lifts the ambience of the well-appointed interior is the hi-fi. Whether you pick the 19-speaker 558-watt Bose system or the 23-speaker 1920-watt Bang & Olufsen set, you get "3D sound", which employs an adaptive equaliser to reproduce rich and textured music that seems to envelope you. This is why the double-glazed glass is worth it.

So, the Q7's handling and fun factor have been enhanced, and so has its level of luxury, comfort and ambience. On this score, it now stands shoulder to shoulder against the X5. But there is more.

The new model showcases a suite of safety features that will no doubt be extended to other Audi models soon. They include adaptive cruise control with traffic jam assist (allows the car to convoy in crawling traffic without steering or throttle inputs), and rear cross-traffic assist (warns driver of an approaching vehicle when he is reversing out of a blind spot).

At up to 40km/h, the car will also apply emergency braking to avoid hitting a pedestrian. At higher speeds, it slows down enough to mitigate injury. Warning lights on the doors will flash if an occupant opens them in the path of an oncoming vehicle.

The one feature that tops them all is predictive efficiency assistant. This GPS-aided system works with adaptive cruise control to actually slow the car down ahead of a turn.

And like its other premium German rivals, the car can also sense imminent danger through erratic or violent movements. It will then tighten seatbelts, close windows (including sunroof) and activate the hazard lights.

At the moment, no other car matches this comprehensive list of safety and assistance systems. Audi Singapore says it plans to introduce these features to Q7s imported here.

It is obvious this car has improved remarkably in the areas of driving dynamism, luxury, comfort and safety.

The only thing Audi has not improved much on is the useability of the third row. While it claims that interior space



THE FIRST NEW Q7 IN A LONG TIME IS JAMPACKED WITH EYE-POPPING GOODIES AND NEWFOUND CAPABILITIES.





i The Q7 is a pleasant sanctuary that's quieter and more luxurious than the A6, but its interior space hasn't been improved much.

i The new Q7 has shed a lot of weight – the 3.0 TFSI variant is a whopping 210kg (equivalent to three adults) lighter than its predecessor.




has not been compromised by the car's reduced dimensions, this is not evident.

While electric motors assist in the folding and unfolding of the third-row seats, passengers still need to exert their forearms to move the second-row seats away (with at least two movements to gain access to the last row).

The new automobile is available initially with V6 engines: a 3-litre petrol TFSI or a 3-litre diesel TDI. There is also a plug-in hybrid with 700Nm and an all-electric range of up to 56km.

For now, only the 3-litre TFSI Q7 will come to Singapore, in September. It will be followed by a 2-litre 4-cylinder TFSI version, slated to debut by year end. With a lower equipment level, it could go for less than \$300,000.

Because it is the first new Q7 in such a long time, and because it is so jam-packed with eye-popping goodies and newfound capabilities, Audi's second-generation flagship SUV will have a steady stream of buyers lining up for it.

But I suspect it will not drastically diminish the appeal of the previous model, which should hold its value in the secondary market. After all, the old horse has proven itself to be sturdy, dependable and versatile, even if it has far fewer bells and whistles than its successor. 

DRIVETRAIN

TYPE

V6, 24-valves, supercharged

CAPACITY

2995cc

BORE X STROKE

89mm x 84.5mm

COMPRESSION RATIO

10.8:1

MAX POWER

333bhp at 5500-6500rpm

MAX TORQUE

440Nm at 2900-5300rpm

POWER TO WEIGHT

164bhp per tonne

GEARBOX

8-speed automatic with manual select

DRIVEN WHEELS

All

PERFORMANCE

0-100KM/H

6.3 seconds

TOP SPEED

250km/h (governed)

CONSUMPTION

12.7km/L (combined)

CO2 EMISSION

183g/km

SUSPENSION

FRONT

Five-link, air springs, anti-roll bar

REAR

Five-link, air springs, anti-roll bar



+ REMARKABLE DRIVING DYNAMICS, TOP-NOTCH AMENITIES, UNMATCHED ASSISTANCE SYSTEMS



BRAKES

FRONT / REAR

Ventilated discs

TYRES

TYPE

Pirelli Scorpion Verde

SIZE

285/45 R20

SAFETY

AIRBAGS

6

TRACTION AIDS

ABS, ESC

MEASUREMENTS

LENGTH

5052mm

WIDTH

1968mm

HEIGHT

1741mm

WHEELBASE

2994mm

KERB WEIGHT

2030kg

TURNING CIRCLE

12.4m

BUYING IT

PRICE INCL. COE

\$370,000 (estimated)

WARRANTY

3 years/100,000km

— THIRD ROW'S SPACE AND USEABILITY NOT IMPROVED, STYLING IS A TAD MPV-LIKE, S LINE Q7 ISN'T SPORTIER

X5, RATED M

The new BMW X5M will scare the living daylights out of fast performance saloons.



ACCORDING to dictionary.com, a sports utility vehicle is "a rugged vehicle with a truck-like chassis and four-wheel-drive, designed for occasional off-road use".

But there is nothing truck-like about the chassis of BMW's latest high-performance SUV, the X5M.

Based on the F15-model X5, the M version is currently the most powerful BMW available.

BMW's "go-faster" division, M GmbH, engineered the X5 to elevate it to M-status, and claims that the newcomer is ready for the racetrack, like all other M models.

Powering the X5M is the latest version of BMW's twin-turbo 4.4-litre V8, whose pair of twin-scroll turbocharger units are mounted in the cleavage of the V-block. The bespoke components include a stronger yet lighter crankshaft and a modified exhaust system.

Finely tuned by BMW M engineers, the engine is capable of maintaining the full 750Nm of torque between 2200rpm and 5000rpm, and the 575bhp

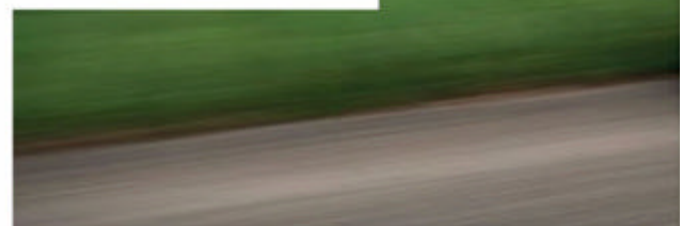
of peak power between 6000rpm and 6500rpm.

There are no less than 10 heat exchangers to keep things cool (or rather, at optimum temperature) for consistent performance.

The 8-speed automatic transmission gets M-Logic software, which means faster shifts (up or down) and the unusual "creep-on-demand" feature – you need to prod the accelerator pedal just a little before the car starts to move.

Most drivers used to conventional automatics might take some time getting used to this characteristic, but it certainly enhances the impression of a dual-clutch gearbox, as do the gearshifts, which are smooth and incredibly quick.

The X5M's host of suspension modifications – including stiffer, specially formed bushings; uprated springs and dampers; 10mm lower ride height; redesigned wheel geometry; and active anti-roll control – are claimed to result in sharper dynamics. Even the



tyres are specially developed by Michelin to the specific needs of the M engineers.

In view of the car's 2275kg kerb weight, it must have been a daunting task to target track work as a prerequisite.

The test route, unfortunately, does not include any race circuit. But a mix of speed-unlimited highways plus plenty of twisty, narrow mountain roads aptly prove that this is one SUV that can carry the word "sports" with pride.

While the X5M cannot hide

M-specific equipment in the "Xtreme" X5 includes its steering wheel, aluminium paddles, console knee pads and Merino leather sports seats.



ENGINE	4395cc, 32-valves, V8, turbocharged
MAX POWER	575bhp at 6000-6500rpm
MAX TORQUE	750Nm at 2200-5000rpm
POWER TO WEIGHT	252.7bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	4.2 seconds
TOP SPEED	250km/h (governed)
CONSUMPTION	9km/L (combined)
CO2 EMISSION	258g/km
PRICE INCL. COE	\$529,800 (after \$30k CEVS surcharge)

its girth on narrow roads, the combination of sharp and precise steering, strong brakes (6-pot in front), negligible body roll and four-wheel-drive grip makes it easy to take sharp turns neatly and devastatingly quickly.

It is a pleasure to drive such a powerful and commanding machine without having to feather the throttle when accelerating fast out of corners, especially in the wet.

The rear-biased X-Drive system allows a bit of tailslide in Sport and Sport+ modes, but the electronic multi-plate centre differential is

always at work, and can direct up to 100 percent torque to the front or rear as necessary.

Passengers won't be having as much fun as the driver, but they'll have no complaints about the interior and ride comfort, while the co-driver has the added benefit of a sports seat.

The rear cabin is spacious and wide enough for three adults abreast. Our test car's interior looks smashing with its red leather seats.

From the outside, there is no mistaking the M pedigree.

The car's front has vast areas of air-intake openings for cooling, while its rear has four exhaust tailpipes jutting out of the apron. Adding to the visual drama are LED headlights and exterior tweaks for aerodynamics.

It must have been a daunting task to turn the X5 into the X5M, but the end result is nothing short of remarkable. This car is a comfortable, fast and dynamically brilliant vehicle.

In the case of this \$529,800 super SUV, "occasional off-road use" means hitting a racetrack. 🏎️

SUZUKI VITARA

STORY DAVID TING
LOCATION CASCAIS, PORTUGAL



VITARA REVIVAL

Suzuki has revived an old product name from its 4x4 history for a new model, but it's a well-rounded crossover rather than a hardcore off-roader.



THE first Suzuki Vitara I ever drove, some 20 years ago, was as tough as a recruit's army boots, but rough on the move and sparsely equipped. It didn't even have an anti-lock braking system (ABS).

The latest Vitara has ABS, state-of-the-art RBS (Radar Brake Support, which employs millimetre-wave radar to prevent or mitigate a collision with the vehicle in front) and adaptive

cruise control. These and other modern features make the Vitaras of the late 1980s and early 1990s seem even more like rough old boots.

And the smooth new Suzuki is handsome. Unlike the original first-generation model, whose rugged appearance – complete with a “backpack” spare tyre on the tailgate – is almost incidental, the newest edition is meant to look outdoorsy from the get-go.

Therefore, its boxy shape is “supported” by good ground clearance, a solid clamshell bonnet, substantial pillars and strong-looking bumpers. More

importantly for the fashion-driven crossover crowd, the chunky Vitara comes in funky colours.

The funkiest paint jobs for the car are Atlantis Turquoise and Horizon Orange, with a choice of black or white (or mono-tone body colour) for the roof and side mirror caps. Various trim choices for the grille and fenders give the trendy buyer more things to consider, while the blue projector covers for the LED main headlamps provide extra design chic. And there's a tailgate-spoiler option for those who wish to add slightly more “sports” to this sports utility vehicle. There's also





➡ This is not a serious off-roader, but it can negotiate a simple obstacle course off the beaten path.

➡ The Vitara's instrument panel offers several design options and compatibility with smartphone applications.



a so-called "rugged package" of skidplates and other forms of bodywork protection to satisfy the adventure seeker (or poser).

If the adventure involves ulu outskirts with patches of slippery ground, this car will be ready, thanks to its AllGrip 4x4. A similar driveline serves the SX4 S-Cross, but the one in the Vitara is an improved version – its AllGrip is able to predict front wheelspin and divert torque to the rear axle before it occurs.

The result is all the grip needed for multi-storey "hills" in a concrete jungle and during low-impact suburban excursions.

I take the Vitara through a short off-road course and it's a walk in the park.

Easy, too, is driving this SUV in Cascais. Road surfaces made harsh by cracked tarmac and protruding manhole covers litter this coastal area of Portugal, so the car's suspension (with 215/55 R17 tyres) is challenged frequently. The Vitara's general stability and steering accuracy are obvious, but any pliancy in the ride is only evident on smoothly paved motorways.

There's noticeable wind noise from just 100km/h upwards, but a bigger surprise is the

SUZUKI VITARA

The 375-litre boot has a backseat and luggage board that can be repositioned to suit the cargo being transported.



eagerness of this vehicle's 1.6-litre engine during a full-throttle rush towards the 180km/h top speed. Surprising, too, is the responsiveness of the 6-speed automatic gearbox, which comes with paddle-shifters.

The Vitara is a livelier drive than the S-Cross, but doesn't sound sportier. Both Suzukis have the same M16 motor and their kerb weight figures are just a few kilograms apart, so it's probably the transmission (the S-Cross uses a less responsive CVT) that accounts for the difference.

Behind the wheel of the Vitara, the driving position is like that of the S-Cross but elevated. Too bad the materials and construction quality of the cockpit environment haven't been elevated above the standard of the S-Cross. For instance, none of the cabin plastics is soft to the touch, and the doors need a hard tug to close properly.

The dashboard is where this automobile scores against its S-Cross sibling, even though they share switches, fixtures, lights and instruments. The Vitara dash has been given a designer clock (with a selection of three distinctive dials, one of which has kanji characters), attractive air outlets and a decorative finish (with a choice of colours).

The Vitara's front seats are broader and more supportive

than those in the S-Cross, and the semi-suede upholstery is nice. Nicer still is the 7-inch infotainment touchscreen. It's speedy, user-friendly and compatible with today's multi-tasking smartphones. Sat-nav and a rear-view camera function are built neatly into the system.

In terms of interior space and exterior size, the Vitara is comparable to the S-Cross. It's roomy enough for four adult occupants, but the rear seatback might be too upright for passengers who prefer to slouch.

Despite this vehicle's SUV vocation, its level of utility is no better than average, with a smaller boot (375 litres) than the S-Cross (430 litres), a strangely narrow glove compartment and too few stowage points for personal items.

Comparing this Suzuki against the S-Cross is unavoidable, because they share a lot in common – their mechanicals, dimensions, off-roading pretensions and country of manufacture (Hungary).

The new-generation Suzuki Vitara is expected to cost a little more than the equivalent S-Cross model when it comes to Singapore in the third quarter of this year.



“
THE VITARA SHARES
A LOT IN COMMON
WITH THE S-CROSS
- MECHANICALS,
DIMENSIONS AND
OFF-ROADING
PRETENSIONS.
”



DRIVETRAIN

TYPE

Inline-4, 16-valves

CAPACITY

1586cc

BORE X STROKE

78mm x 83mm

COMPRESSION RATIO

11:1

MAX POWER

120bhp at 6000rpm

MAX TORQUE

156Nm at 4400rpm

POWER TO WEIGHT

101.3bhp per tonne

GEARBOX

6-speed automatic
with manual select

DRIVEN WHEELS

All

PERFORMANCE

0-100KM/H

13 seconds

TOP SPEED

180km/h

CONSUMPTION

17.5km/L (combined)

CO2 EMISSION

131g/km

SUSPENSION

FRONT

MacPherson struts, coil springs

REAR

Torsion beam, coil springs



+ MORE STYLE-CONSCIOUS
THAN THE S-CROSS, HAPPY
TO HANDLE SUBURBAN
ASSIGNMENTS, EASY TO
DRIVE EVERYWHERE

VITARA

ALLGRIP

BRAKES

FRONT / REAR

Ventilated discs / Discs

TYRES

TYPE

Continental ContiEcoContact 5

SIZE

215/55 R17

SAFETY

AIRBAGS

7

TRACTION AIDS

ABS, ESP

MEASUREMENTS

LENGTH

4175mm

WIDTH

1775mm

HEIGHT

1610mm

WHEELBASE

2500mm

KERB WEIGHT

1185kg

TURNING CIRCLE

10.4m

BUYING IT

PRICE INCL. COE

To be announced

WARRANTY

To be announced

— INTERIOR IS LESS
PRACTICAL THAN THAT OF
THE S-CROSS, EXTERIOR
COLOUR/DECOR MIXES
CAN LOOK TOO ROJAK

SSANGYONG TIVOLI

STORY TOH YONG CHUAN
LOCATION TIVOLI, ITALY



KOREAN RENAISSANCE

SsangYong surprises with its compact crossover named after an Italian medieval town.



THE Renaissance was a period from the 14th to 17th century in European history where culture flourished. It started in Italy and spread across Europe.

The Tivoli, named after the Italian medieval town some 40km from Rome, could well signal the start of a renaissance for storied SsangYong.

It's the oldest carmaker in South Korea, but it doesn't

have the global success of its rivals, Hyundai and Kia. It faced the prospect of bankruptcy until Indian carmaker Mahindra acquired a controlling stake in 2011. The Tivoli is the first new product after the acquisition and carries on its shoulders the future of the company.


But there is more to the name than the Italian town. SsangYong's official marketing material says the name of the automobile spelt backwards is "I LOV IT". Cute and catchy.

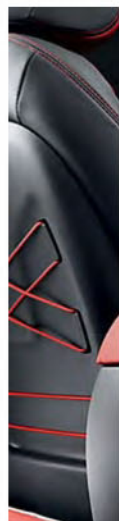
Visually, the Tivoli looks nothing like the current SsangYong SUVs, and it's also smaller than them.

Compared to, say, the MINI Countryman, it is a little longer (4195mm versus 4097mm), wider (1795mm versus 1789mm) and taller (1590mm versus 1561mm).

But it looks larger in real life because of its sharp design, which has hints of the Volkswagen Tiguan (grille and headlights) and Range Rover Evoque (sloping roof). With this stylish vehicle, SsangYong's designers have banished for good the design cues of the awkward-looking Actyon and the plain-Jane Rexton.

This car is clearly targeted at younger drivers, who will be

 The Tivoli's interior is as practical as that of any other SsangYong passenger car, but it's funkier and better "connected" to the digital lifestyle.





doubly impressed by features such as HID headlamps with LED daytime running lights, keyless entry and ignition, and a 7-inch touchscreen multimedia entertainment system with smooth Bluetooth pairing of mobile phones.

Inside, the vehicle feels uncharacteristically upmarket for a SsangYong, with its digital instrument cluster and dual-zone air-conditioning system. The steering wheel also comes with buttons for cruise control and stereo control.

The build quality of this car rivals that of Hyundai (Tucson, for example) and Kia (Sportage, for instance). The shutlines of the doors, tailgate and glovebox are uniformly consistent.

The Tivoli's naturally aspirated 1.6-litre petrol engine, developed in-house by SsangYong, produces a respectable output of 128bhp and 160Nm, which qualifies it for Category A COE.

The engine is matched with a 6-speed automatic sourced from Japanese transmission specialist Aisin. The same proven gearbox also sees service in newer MINI and Citroen automobiles.

The test route around Rome and Tivoli covers nearly 140km, consisting of highways, streets and countryside lanes. The way the front-wheel-drive vehicle

performs is surprising to me on several fronts.

Gearchanges are crisp and the driver's seat is cossetting. And the damping of the suspension is just right – soft enough to reduce the discomfort of potholes in the local roads, yet firm enough to provide some measure of road feel when driving through twisting narrow lanes lined with farms and vineyards.

The ace up this car's sleeve is the option of picking three different steering wheel settings: light, normal and heavy. My favourite setting is "heavy", which provides the most feedback.

And given that the motor is not a scorcher, there is a "power" mode (activated by a button on the dashboard) to provide a surge of torque for overtaking. It allows me to merge confidently into 130km/h traffic on Italian highways.

Overall, the car is predictable and easy to drive, while the "power" mode and variable-weight steering allow for occasional spirited motoring.

Passengers will appreciate it, too. Rear legroom and headroom are more than ample for two adults, thanks to the nearly flat floor. Even so, three adults will be a bit of a squeeze.

Still, the cockpit is not without unusual bits. There is a manual





C Six-speed Aisin autobox is hooked up to a 1.6-litre engine that's compliant with Euro 6, and "blocked" from the cabin by an insulated double-skin bulkhead.

override function for the transmission, but DIY shifts are not executed through tapping paddles or flicking a lever. Instead, manual gearchanges are made through a microSD card-sized button on the gearknob. It is unconventional, although you can also find a similar arrangement in certain Ford models.

Overall, the Tivoli ticks all the right boxes. The car is fresh and appealing, and it fits into a booming segment of urban crossovers that people can't seem to get enough of.

SsangYong has pinned high

hopes on it. Until the Hyundai Creta comes along, this car does not have a direct Korean rival. And there'll be a 1.6-litre, 300Nm, turbo-diesel four-wheel-drive version. Also, the Tivoli's chassis is set to be stretched for the next-generation Korando sports utility vehicle.

In Singapore, the biggest obstacle the Tivoli faces is low awareness of the SsangYong brand. But if potential buyers can look beyond this, they will see an entry-level "continental" crossover designed for the demanding European market. 



THE FRESH AND
APPEALING
TIVOLI TICKS ALL
THE RIGHT BOXES
IN THE URBAN
CROSSOVER
SEGMENT.



DRIVETRAIN

TYPE

Inline-4, 16-valves

CAPACITY

1597cc

BORE X STROKE

76mm x 88mm

COMPRESSION RATIO

10.5:1

MAX POWER

128bhp at 6000rpm

MAX TORQUE

160Nm at 4600rpm

POWER TO WEIGHT

96.9bhp per tonne

GEARBOX

6-speed automatic
with manual select

DRIVEN WHEELS

Front

PERFORMANCE

0-100KM/H

12 seconds

TOP SPEED

175km/h

CONSUMPTION

13.9km/L (combined)

CO2 EMISSION

167g/km

SUSPENSION

FRONT

MacPherson struts, coil springs

REAR

Torsion beam, coil springs



ATTRACTIVE DESIGN, CATCHY
NAME, HIGH EQUIPMENT
LEVEL FOR A LOW PRICE



BRAKES

FRONT / REAR

Ventilated discs / Discs

TYRES

TYPE

Nexen N'Priz AH8

SIZE

215/45 R18

SAFETY

AIRBAGS

7

TRACTION AIDS

ABS, ESP

MEASUREMENTS

LENGTH

4195mm

WIDTH

1795mm

HEIGHT

1590mm

WHEELBASE

2600mm

KERB WEIGHT

1300kg

TURNING CIRCLE

10.6m

BUYING IT

PRICE INCL. COE

To be announced

WARRANTY

To be announced

— NO 4X4 CAPABILITY
YET, UNUSUAL MANUAL
OVERRIDE FOR GEARBOX



TOYOTA CAMRY 2.0

STORY JEREMY CHUA
PHOTOS VERNON WONG



MODERN TOWKAY TALKING

Heartland businessmen's favourite mid-size saloon has been updated with more power, greater efficiency and additional amenities.




THE directive given to the Toyota Camry's designers and engineers has always been: Be conservative. Their priorities are roominess, relaxation and reliability. Anything more is probably considered superfluous. Indeed, the Camry's styling and performance always landed somewhere between inoffensive and unexciting.

The updated seventh-generation Camry you see here, however, is evidence of Toyota's efforts to actually make this model less unexciting (which, admittedly, is not the same as

more exciting). With its restyled front and rear, the vehicle certainly looks more attractive than its pre-facelift predecessor. For improved visibility (to see and to be seen), the car now also features daytime running lights and LED tail-lamps.

Settle into the driver's seat and you'll find a cockpit that's not only as cushy as before, but more advanced, too. There's a redesigned instrument cluster with a 4.2-inch LCD that displays pertinent driving information and several user settings. Said display is actually identical to



 This new 2-litre engine enables the Camry to complete the century sprint in 10.8 seconds – 0.2 of a second quicker than the pre-facelift model.





ANOTHER MODERN TALKER

One of the natural rivals to the newly enhanced Toyota Camry 2.0 is the Nissan Teana 2.0, which is competitively priced at \$144,800 – or \$15k less than the Camry (at press time). The Teana's front seats are cushier than the Camry's, but the Nissan's backseat is less spacious than the Toyota's. Performance-wise, the Camry is quicker, thanks to its stronger powerplant (with 164bhp versus the Teana's 136bhp). But both saloons have similar fuel consumption figures, with the Camry's claimed 14km/L narrowly edging out the Teana's 13.5km/L.

– JEREMY CHUA



ENGINE	1998cc, 16-valves, inline-4
MAX POWER	164bhp at 6500rpm
MAX TORQUE	199Nm at 4600rpm
POWER TO WEIGHT	113.5bhp per tonne
GEARBOX	6-speed automatic with manual select
0-100KM/H	10.8sec
TOP SPEED	187km/h
CONSUMPTION	14km/L (combined)
CO2 EMISSION	167g/km
PRICE INCL. COE	\$159,888 (no CEVS rebate/surcharge)

the ones found in models from Toyota's luxury division, Lexus.

Another modern addition to the vehicle's cabin is the InTouch Telematics infotainment system, which includes voice command and social media functions.

The system's coolest item is its Air Gesture feature, which lets towkays try their hand, literally, at "Jedi mind tricks". With a wave of their hand, drivers can increase/decrease the volume level, as well as swop between radio stations and music tracks.

Air Gesture works better in theory than in practice. An up/down motion is supposed to raise/lower the volume level, but it can easily end up changing the radio station.

Other times, merely adjusting the central air-con vents can cause the same changes. Until the function is perfected, it might make the towkay feel more like a Padawan (apprentice) than a Jedi master.

But sure to make the driver feel like he commands more force than before is the Camry's performance. The new 2-litre engine, which now includes Toyota's latest D4-S fuel-injection technology, is both more powerful and more economical than the previous 2-litre engine.

The new output of 164bhp and 199Nm is 16bhp and 9Nm more than the older motor's, while fuel consumption has been

cut by 2.5km/L to 14km/L.

More importantly, the new motor is a lot cleaner – it emits 167g/km of CO₂, or 37g/km less than before.

The CO₂ figure is significant because it places the Camry 2.0 in the neutral band of the new CEVS regulations (effective this month). If this model had retained its old drivetrain, it would be subjected to a \$10k CEVS surcharge.

Helping this automobile achieve these figures is its 6-speed automatic, which is a welcome upgrade from the dated 4-speed auto in the preceding model. The new gearbox is more seamless than before, and with its two extra ratios, it makes the car quieter during expressway runs, too.

These mechanical updates give the vehicle a bit more pep in its step. As a bonus, the helm also feels a little more direct. Although Toyota did not mention this in the press release, a check with official dealer Borneo Motors revealed that the steering was indeed tweaked to improve its precision.

The Camry's sharpened styling and upgraded performance make it a modern towkay with plenty to talk about. At the same time, these enhancements give the Toyota stalwart the boost it needs to contend with newer competitors, such as the Nissan Teana (see box story). 🍷

HONDA MOBILIO

STORY JEREMY CHUA
PHOTOS DESMOND TEO
MICHAEL CHIAN



BASIC MOBILITY

Honda's latest MPV has few frills, but manages to provide a relatively comfortable ride for seven passengers.



AS cars become more advanced, most buyers expect more from them – more amenities, more kilometres per litre and more effective performance.

These expectations mean that carmakers face a greater challenge with their entry-level models. In Singapore, where new car prices are the highest in the world, dealers have to package their basic models with better-than-basic equipment in order to boost their appeal.

Bucking this trend is the

second-generation Mobilio, Honda's entry-level seven-seater multi-purpose vehicle. Instead of trying to attract buyers with a long list of gadgets, the car is marketed as offering "spacious comfort for the whole family".

Now, although MPVs usually look bland, the Mobilio actually stands out thanks to its eclectic mix of lines. There's even a standard bodykit to enhance the vehicle's "sportiness", if that's your thing. The first-gen Mobilio, however, still looks cooler thanks to its "bento box" styling (see *Boxy Mobility* story).

Contrasting with this automobile's exterior is its relatively understated interior.

There's no attempt to hide the hard plastics found on the dashboard and doors, and the steering wheel is only adjustable for rake. There is no fancy climate control system either – the air-con controls are old-fashioned knobs. The only "modern" item is the branded hi-fi system (with a touchscreen interface), which offers USB and HDMI ports.

While the cockpit may be a no-frills affair, it is certainly user-friendly and gives the driver enough for his everyday driving needs. For instance, there are audio controls on the steering wheel, and the air-con dials actually feel robust instead of toy-like. To aid with

The second-row bench is cushy, but there's no headrest for the middle occupant, and he only gets a two-point seatbelt.



The reverse-parking camera display is sharp, but its "floating" virtual cones don't actually help the driver to park straight.



“THE MOBILIO'S REAL STRENGTHS ARE ITS ROOMINESS AND PRACTICALITY.”

DRIVETRAIN

TYPE

Inline-4, 16-valves

CAPACITY

1497cc

BORE X STROKE

73mm x 89.4mm

COMPRESSION RATIO

10.3:1

MAX POWER

120bhp at 6600rpm

MAX TORQUE

145Nm at 4600rpm

POWER TO WEIGHT

103.4bhp per tonne

GEARBOX

CVT

DRIVEN WHEELS

Front

PERFORMANCE

0-100KM/H

11.6 seconds

TOP SPEED

160km/h

CONSUMPTION

16.1km/L (combined)

CO2 EMISSION

148g/km

SUSPENSION

FRONT

MacPherson struts, coil springs

REAR

Torsion beam, coil springs



BRAKES

FRONT / REAR

Ventilated discs / Drums

TYRES

TYPE

Dunlop SP Sport 300

SIZE

185/65 R15

SAFETY

AIRBAGS

2

TRACTION AIDS

ABS

MEASUREMENTS

LENGTH

4398mm

WIDTH

1683mm

HEIGHT

1621mm

WHEELBASE

2652mm

KERB WEIGHT

1160kg

TURNING CIRCLE

10.4m

BUYING IT

PRICE INCL. COE

\$136,999 (no CEVS rebate/surcharge)

WARRANTY

5 years/100,000km



EASY TO MANIPULATE SEATS, WINTRY AIR CON, EASY HANDLING



LACKS MIDRANGE PUNCH, REAR DRUM BRAKES, PLASTICKY COCKPIT





parking manoeuvres, there are reverse sensors and a rear-facing camera. Unless you're an IT freak, you're not really missing much here.

At any rate, the Mobilio's real strengths are its roominess and practicality. The second row offers adequate room for three adults, and either seat can be folded and tumbled forward to allow easier access to the third-row bench. To help keep occupants comfortable, there's a second set of air-conditioning vents to channel wintry air all the way to the back.

Realistically, however, the rearmost seats are only roomy enough for small children – adults forced back here would find the lack of space to be quite distressing.

Surprisingly de-stressing, on the other hand, is the car's performance at low to moderate speeds, given this MPV's powerplant. The 1.5-litre 4-cylinder is good for 120bhp and 145Nm, which is fine in a compact saloon (the same unit also powers the Honda City), but is modest for a people-mover. But because the Mobilio is tuned for city driving, it actually feels perky when accelerating from

rest to 60km/h.

Getting this vehicle to highway speeds, however, requires plenty of patience, as the engine's midrange is lackadaisical.

Mashing the throttle pedal to the floor doesn't help – doing so only creates a workmanlike soundtrack from the motor and the continuously variable transmission (CVT). You'd also be ill-advised tearing up the tarmac in this MPV, as the drum brakes at the rear could mean longer stopping distances, especially when the car is fully loaded.

That said, this automobile excels in delivering a cushy ride. Its well-damped suspension does an admirable job in dealing with road imperfections.

This MPV can also overcome "ponding" situations thanks to its 183mm ground clearance. And because it has compact dimensions, manoeuvring it is also a cinch.

Families shopping for a relatively affordable people-mover will find the Mobilio more attractive than its main rival, the Toyota Avanza. The only obstacle they'll have to overcome is the former's not-so-basic price, which at press time is \$10k more than the Avanza's. 🍷



BOXY MOBILITY

The original Honda Mobilio has an ultra squarish design to improve overall cabin space. Compared to its successor, the first-gen model also offers easier entry and egress, thanks to its front doors' forward-angled hinges and rear sliding doors. The former enables wider opening angles, while the latter is a boon in tight carparks. Other cool features include a dash-mounted gearshift lever (as opposed to a floor-mounted one in the second-gen Mobilio), as well as expansive window panels that add airiness to the interior. – JEREMY CHUA





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**MINI
JOHN COOPER
WORKS**

STORY SHREEJIT CHANGAROTH
LOCATION MALLORCA, SPAIN

DRIVE





MINI MAX

The MINI range gets a powerful new JCW version that is speedy and terrific to drive.

DRIVER'S
LICENCE

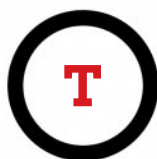
58

TWO YEARS
OLDER THAN THE
ORIGINAL MINI



**SHREEJIT
CHANGAROTH**

He has driven all the classic Minis except two – the very rare 970cc and 1070cc Cooper S models.



TODAY'S MINI is a BMW Group product manufactured in Oxford, England. Current Cooper and Cooper S versions of the MINI hatchback continue to deliver the spirit of the originals. That means small cars with huge abilities.

Top of the MINI performance range today is this latest John Cooper Works model, or JCW for short. The engine is a 2-litre 4-cylinder with direct

fuel injection, a turbocharger integrated in the exhaust manifold and Valvetronic plus VANOS camshaft control. The nett result is 231bhp and a whopping 320Nm of torque. It is the most powerful Mini in history.

Anyone who has driven a Cooper S of the 1960s will appreciate what BMW has done to the JCW.

Okay, so it is not as tiny as it used to be, but the driving experience is very much the modern equivalent, with sharp steering, lightning-quick throttle response and kart-

like handling. But the 21st century version of the fastest Mini also comes with a level of refinement, ride comfort and build quality that no '60s crystal ball could have predicted.

The standard transmission is a 6-speed manual, but I do most of the driving on Spanish streets and mountain roads with a 6-speed automatic gearbox (which equips all the new JCWs that will be sold in Singapore).

For the record, the automatic JCW is an immensely better drive than its predecessor. In fact, the auto is so good that there's



“
THE CAR IS
BEAUTIFULLY
BALANCED,
AND EAGER
TO CHANGE
DIRECTIONS
ON COMMAND
OF THE
STEERING
WHEEL.”

really no reason to specially order a manual 6-speeder.

Whether in D or in paddle-shifter DIY, the Aisin autobox works with enthusiasm and encourages sporty driving.

My only complaint is the wide spacing between 2nd and 3rd gears, which means the car needs to be slower than I'd expect to shift down from 3rd.

According to the factory-supplied performance figures, the new JCW sprints to 100km/h in 6.1 seconds with the auto – 0.2 of a second faster than



Our reviewer, Shreejit, is pleasantly surprised that the new MINI JCW is just as fun on the racing track as it is on the open road.

Minimal understeer plus maximal grip plus punchy acceleration equals a hot hatch that "Works" hard to deliver driving thrills.









 Cockpit features that turn the Cooper S into the JCW include sports seats with integral headrests, a special gear selector and custom instruments.



with the manual. Interestingly, the automatic JCW also returns better fuel economy, despite weighing 15kg more.

The JCW's Cooper S-based suspension gets some useful tweaks, plus Brembo brakes. Dynamic Stability Control (DSC) and Dynamic Traction Control (DTC) are standard, as is the differential lock courtesy of electronic brake control.

On the road, I never feel any of the electronics coming into play. The car simply feels like a finely engineered driving machine – beautifully balanced, with barely a hint of understeer, and eager to change directions on command of the steering wheel. I can feel the rear end get a little light when braking

into a corner, but I quickly learn that it is just a cheeky and harmless characteristic.



I do a few laps on the Mallorca racing circuit with a 6-speed manual JCW, chasing former Mini rally ace Rauno Aaltonen. It's a pleasant surprise to discover that the hatch is just as fun on the track as it is on the road.

The Brembo brakes are well up to track-work abuse. With the DSC and DTC switched off, the car is even more fun, giving full throttle control to the driver, who can modulate the accelerator pedal to optimise traction with just a little bit of wheelspin, and exit out of corners quicker than if the electronics were in charge.

The electronic differential lock, which uses ABS sensors and selectively applies braking to either of the front wheels, emulates a limited-slip differential (LSD) and works very well indeed.

Really, it is difficult to mess things up in this machine because it has plenty of grip front and rear, even in extreme circumstances.

The current Mini's front-end styling has been the subject of some criticism, and the JCW's "mod look" is not likely to see the end to this. There are bigger


THE FRONT SEATS ARE SUPREMELY SUPPORTIVE.


DRIVETRAIN

TYPE

Inline-4, 16-valves, turbocharged

CAPACITY

1998cc

BORE X STROKE

82mm x 94.6mm

COMPRESSION RATIO

10.2:1

MAX POWER

231bhp at 5200-6000rpm

MAX TORQUE

320Nm at 1250-4800rpm

POWER TO WEIGHT

189.3bhp per tonne

GEARBOX

6-speed automatic with manual select

DRIVEN WHEELS

Front

PERFORMANCE

0-100KM/H

6.1 seconds

TOP SPEED

246km/h

CONSUMPTION

17.5km/L (combined)

CO2 EMISSION

133g/km

SUSPENSION

FRONT

MacPherson struts, coil springs, anti-roll bar

REAR

Multi-link, coil springs, anti-roll bar

BRAKES

FRONT / REAR

Ventilated discs

TYRES

TYPE

Pirelli P Zero

SIZE

205/45 R17

SAFETY

AIRBAGS

7

TRACTION AIDS

ABS, DSC

MEASUREMENTS

LENGTH

3874mm

WIDTH

1727mm

HEIGHT

1414mm

WHEELBASE

2495mm

KERB WEIGHT

1220kg

TURNING CIRCLE

10.8m

BUYING IT

PRICE INCL. COE

\$210,300 (after \$5k CEVS rebate)

WARRANTY

3 years/90,000km

+ FINELY TUNED DRIVING CHARACTERISTICS, RACETRACK READINESS, TOP-DOG STATUS

— TOP-DOG PRICING, BIG GAP BETWEEN 2ND AND 3RD GEARS, "WORKS" ELEMENTS ARE NOT EXPLICIT



THE MINI JCW IS FAST AND CAPABLE ON THE ROAD, AND TREMENDOUSLY FUN ON THE RACETRACK.



air intakes in the bumper, plus two new grilles that take the place of the foglamps. Their objectives are more cooling air, better induction and optimised aerodynamics – not beautification of the face. LED headlamps and daytime running lights complete the JCW front.

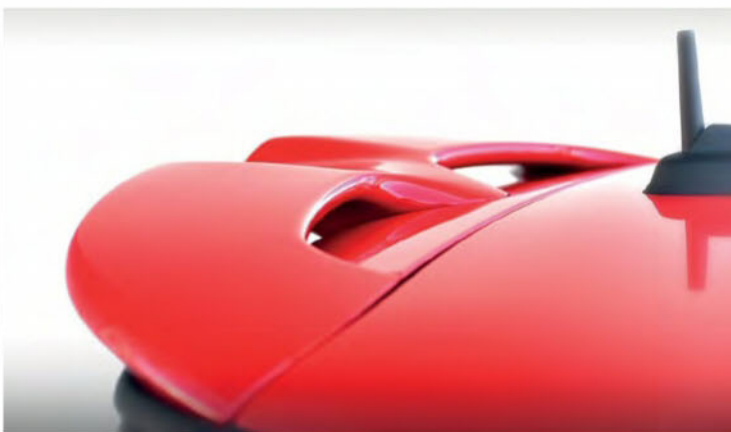
A roof-mounted spoiler at the top of the tailgate is claimed to increase downforce, though MINI hasn't given a specific percentage.

Inside, the JCW has a pair of sports seats in front that are good to look at and supremely supportive. The interior is otherwise pretty much Cooper S, which means it is stylish and well put together. A head-up display is optional, as is a sports instrument pack that adds three round dials (for oil and boost pressures, and a chronometer).

The new Mini JCW is not inexpensive, nor is it an easy car for hands-on enthusiasts to tune (by configuring the engine control unit). But for sheer driving pleasure, the standard-spec MINI JCW shines as a fast and capable road car that can also offer tremendous fun on the track.

The 2015 MINI John Cooper Works might be the perfect pocket rocket for the petrolhead who loves to enjoy a fun weekend in Sepang or Pasir Gudang, and then drive to work on Monday! 🏁

🏁 The mightiest of MINI motors is a 2-litre with 9.5 percent more power and 23 percent more torque than the previous 1.6-litre JCW engine.



STORY SARJEET SINGH
PHOTOS JASPER YU
ART DIRECTION MICHAEL CHIAN

"NINET" AND STILL GOING STRONG

This customisable two-wheeler marks 90 years of BMW Motorrad and is huge fun to ride.



BMW'S first motorcycle was the R32, which saw the light of day in 1923. It has a 494cc, four-stroke 2-cylinder flat twin – yes, the signature boxer engines of BMW hark back to its very first bike.

Fast-forward 90 years and BMW Motorrad (the company's motorcycle division) is still in the business. Hence, the "R nineT" nomenclature for an all-new motorcycle to commemorate the milestone. It's the brainchild of Ola Stenegard, Head of Vehicle Design, who wanted a customisable bike for garages and individuals alike to tinker with.

The R nineT certainly looks retro and unlike any of its stablemates.

The rear half of the bike is particularly Lego-like. The pillion frame can be removed and, in conjunction with the optional rear seat cowl, converts the bike to a single-seater cafe racer, albeit without clip-on bars (which are not a factory option). If "cafes" are not your style, the back half can also be chopped for a brat-style custom that BMW calls Shortcuts, with a caveat that it is not street-legal.

The R nineT thus provides a base for various configurations and levels of personalisation limited by only your imagination, thanks also to the many aftermarket tuners and parts.

Frequent "unscheduled" visits to Vicom may be on the cards, though, unless you are contented with the standard bike or the cafe-racer rear end.

But even in its standard form, it is a looker, with simple uncluttered lines and racy, upswept twin pipes. There are no colour charts to look at because it is only available in Black Storm Metallic.

There is judicious use of aluminium. The tank is such, with the metal finish exposed on its sides. The handlebar ends, muffler hanger cap and rear suspension adjustment knob are some of the other





The R nineT looks retro and unlike any other of its BMW Motorrad stablemates.

This is a "blast from the past" cafe racer for DIY hipster riders and professional tinkers.

aluminium parts. Together, they add up to a rather special Bimmer bike. The attention to detail extends to the BMW emblem on the headlamp bulb holder.

A digital display console dissects the speedo and rev counters, which look like NOS (new old stock) from the cleaning lady's discovery of forgotten parts from the 1970s in BMW Motorrad's basement.

There are no electronic gizmos to complicate the back-to-basics philosophy, save for ABS. Even the 17-inch wheels are spoked and the tyres are tube-inflated.

Swinging my right leg over the low seat rewards me with a comfortable riding position that's similar to the Ducati Monster's – aggressive and yet does not require visits to the chiropractor. My 1.71m frame allows me to flat-foot if I position my feet behind the footpegs.

Starting the R nineT will catch a BMW newbie off balance when the 1170cc air-cooled boxer engine vacillates left and right – a unique experience and a major aspect of the bike's character. The original muffler made by Akrapovic is loud and growls a distinctive old-school note.

On the move, it feels light and

nimble – more akin to a 650cc naked Japanese bike than a 1200cc Bavarian motor that belies its 222kg fully fuelled weight. It invites me to ride fast and take on bends while the engine serenades. Power delivery at the twist of the throttle is immediate, thanks to the shaft drive.

Quick retardation from speed comes in the form of huge 320mm dual-disc, quadruple-piston front brakes from the BMW S1000RR, together with a rear 265mm single-disc, double-piston stopper.

Thoughtful self-cancelling turn signals and a prominent gear indicator on the centre digital display complement the riding experience.

The beefy 46mm inverted front forks are non-adjustable, but the rear single-strut Paralever suspension allows for both pre-load and rebound adjustments.

The factory settings are likely to have been calibrated for burlier European riders, as the suspension is somewhat stiff for my 74kg mass.

As my test bike has less than 300km on the odometer, I leave the exquisite adjustment knob untouched so as to let the suspension settle in during the first 1000km. But even on factory settings, none of the fun factor is taken away. Things may soften up as the kilometres pile on, and this shouldn't take too long, for it seduces the rider/owner to ride it often and far.

The 120/70 ZR17 front and 180/55 ZR17 rear Metzeler Roadtec tyres are just about run in when I pick up the bike. They offer confidence-inspiring grip, even in the wet.

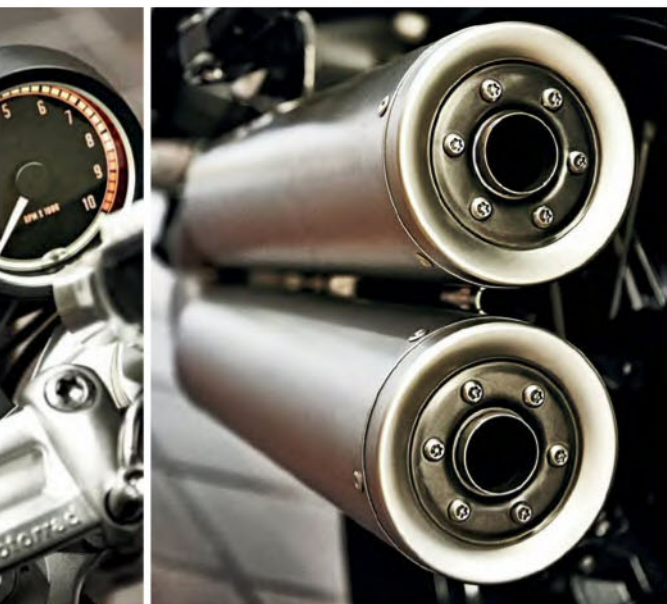
I would recommend installing an aftermarket tyre hugger, as riding on wet roads after a downpour results in a wet patch on each half of your rear anatomy.

BMW's R nineT hits the bullseye for what it is meant to offer – customisable hipster styling with proven BMW mechanicals.

This is a bike you want to ride, even if it's just to the Starbucks around the corner where hipster bikers like to gather.



ENGINE	1170cc, 8-valves, flat twin
MAX POWER	110bhp at 7550rpm
MAX TORQUE	119Nm at 6000rpm
POWER TO WEIGHT	495.5bhp per tonne
GEARBOX	6-speed manual
0-100KM/H	Not available
TOP SPEED	200km/h
CONSUMPTION	22.2km/L
PRICE EXCL. COE	\$35,000





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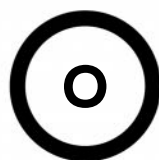
KIMCHI FAMILY BUFFET

The three generations of the Chang clan share the same preference for Hyundai cars.

Story David Ting •

Photos Jasper Yu •

Art Direction Michael Chian •



OFFICIALLY, Leslie Chang is a “Big Time” businessman and also the current president of the Singapore Motor Sports Association (SMSA).

Unofficially, the affable 52-year-old is an ambassador at large for Hyundai cars in this country, because he has put his Korean won where his mouth is by buying/using more Hyundais as private transport than (possibly) any other motorist in Singapore – eight in total.

Leslie’s personal ride is a seven-year-old Azera, the 3.3-litre V6 saloon that was the most expensive (or rather, least inexpensive) model in the local Hyundai lineup at

one stage. He bought his unit, a Komoco management car, in 2010. He also had a 2.7-litre V6 Tucson then, in which he tackled the China Rally three times (he’s a long-distance overland driving enthusiast).

Leslie is also a fan of the Tucson’s bigger brother, the Santa Fe 2.7 – he bought his first in 2007, sold it in 2008 and got a second one in 2009, which he used twice on the China Rally before selling it.

Both Santa Fes were white, and their only difference was “with/without sunroof”. Besides the big-engined Hyundai sports utility vehicles, Leslie also owned a basic 1.3-litre Accent “for a happy couple of months while in between cars”.

Leslie’s father, 84-year-old retiree Chang Yee Chiang, has a Matrix, a best-selling



“
BINGO FELT
THE VERNA
COULD DO WITH
MORE POWER
AND COMFORT
– ISSUES
ADDRESSED BY
THE AVANTE.
”



C Bingo likes the Avante more than the Verna, but thinks it looks dated.



**YEE CHIANG MOVED HOUSE WITH
THE HELP OF HIS MATRIX AND
ITS FOLDAWAY REAR SEATS.**

model for Hyundai agent Komoco in 2003–2004 when the Pininfarina-styled multi-purpose five-seater was third on the local sales charts.

This particular Matrix has the less common 1.8-litre engine, but according to Leslie: "The asking price in the used car market for the 1.8 is similar to or slightly lower than that of the 1.6!"

Leslie's son, 25-year-old Bingo, who manages business



BINGO CHANG



LESLIE CHANG



CHANG YEE CHIANG

PAST HYUNDAIS IN THE CHANG CLAN



ACCENT



TUCSON



VERNA



SANTA FE (TWO UNITS)

THEIR DREAM CARS

BINGO CHANG
AUDI R8
LESLIE CHANG
LAND ROVER RANGE ROVER
CHANG YEE CHIANG
MERCEDES-BENZ E-CLASS

operations for his dad, drives an Avante 1.6, which belonged to his late maternal grandfather. Prior to this, Bingo drove a Verna 1.4 for a year before it was sold to a close friend of Leslie.

The Verna was a hand-me-down from Bingo's grandpa, who wanted a small and economical vehicle with a boot that could accommodate his wife's wheelchair (the eldest Chang takes care of her full-time).

The inconvenient access to the notchback boot of the Verna didn't bother the old gentleman until he rented a Matrix in Malaysia for a road trip. He found the hatchback's high roof and wide-opening tailgate very convenient for his loading/unloading of a wheelchair and other travel essentials.

He even became a one-man house mover with the help of his Matrix, whose

Yee Chiang, who enjoys road trips, discovered the cargo-carrying practicality of the Matrix when he rented one for a Malaysia driveaway.



foldaway rear seats came in handy. They enabled him to transport his belongings, including small furniture, from one apartment to another. The move was completed after several return trips.

So the Verna went to Bingo and Leslie bought a used Matrix 1.8 for his dad.

"When the Verna was assigned to Bingo, he was very happy, because it's easier to drive than all the other Hyundais in the household. But as he gained confidence in his driving, he felt that the Verna could do with a little more power and comfort. These issues were addressed by the Avante. He likes it because it's easy to drive, just like the Verna, and highly practical for his job. However, he feels the design is dated and he's not looking forward to the COE renewal for the car in 2017!"

Yee Chiang, on the other hand, has already asked Leslie to look into renewing the COE for his Matrix when it reaches the end of its "certificate road" in February next year.

Leslie drives the Matrix occasionally when he goes out with his parents. "Although the car has clocked 150,000km, it still rides well and the engine remains responsive," he said.

He and his family have never considered Kia instead of Hyundai. The next one on Leslie's radar is the current Santa Fe, because he has "neither an SUV nor a multi-purpose vehicle at this moment".

"But my heart says Genesis, because I miss the pampering of a luxury saloon," he added.

What does Leslie think of today's Korean gadgets? "I handled a Samsung camera recently and was very impressed. I would place Korean electronics on a par with major Japanese brands.

"The Koreans were known for making cheap cars, but now these are good and reliable, too. I must also add that Komoco's after-sales service is among the best in the industry." 🇸🇬

Leslie hopes to upgrade from his 3.3-litre Azera to the 3.8-litre Genesis, Hyundai's flagship saloon that's full of "Seoul".



“
LESLIE IS AN
UNOFFICIAL
AMBASSADOR
AT LARGE
FOR HYUNDAI
CARS IN
SINGAPORE.
”

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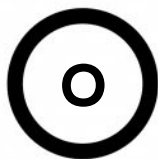


STYLISH LIVING MADE EASY

I SUV-VIVED!

This writer made it through the punishing SUVival Challenge 2015, with plenty of help from the Jeep he drove.





OFF-ROADING is not for the faint-hearted. I learnt this the hard way at this year's *The New Paper* SUVival Challenge, the 10th in the series. Its level of difficulty was almost a perfect 10, too, because of the tough off-road course on the outskirts of Negri Sembilan, Malaysia.

There was a daunting four-storey hill climb, several frightening obstacles and a menacing, metre-deep mud pit. There were also rock-riddled "roads" that could rattle my teeth, and thick tropical jungle that could shake my nerves. All these tested the bravery of the contestants and the agility of their sports utility vehicles.

My SUV on this trip was a Wrangler on loan from Jeep (a major sponsor of this event). I really wanted both Jeep and Ben to emerge unscathed. But my co-drivers (fellow motoring writers) threw caution to the wind and tackled the course with youthful enthusiasm. It wasn't long before I felt the contents of my last meal starting to come back up from my stomach.



1 Mud rock, American Cherokee style, with a dash of kampong charm.

2 This Toyota wasn't trying to carve out a Malaysian Wheel of "Fortuner".

THE BRAVERY OF THE CONTESTANTS AND THE AGILITY OF THEIR SUVs WERE TESTED.



It wasn't just the off-road driving that was difficult; participants also needed planning and navigation skills to do well in this contest.

There were nine checkpoints between Johor Bahru and Negri Sembilan, but not all the stops were compulsory, so some had to be skipped in order to reach the finish line within the stipulated time.

To make progress harder, the checkpoints were not arranged in chronological order. The first was near the end point of Seremban, while a few were clustered in Johor. There were no clues per se for the different destinations, just coordinates to be keyed into the GPS sat-nav unit provided.

Thankfully, I was allowed to "uncheck" the checkpoints and head straight to the two main stops – the adventure challenge station near Malacca (where teams were tasked with adventurous activities such as kayaking and zip-line flying) and the dreaded off-road section.

That Saturday, the organisers woke us up at an ungodly hour, 5am, to start driving to the off-road course a few hours away.

Apart from my sleepy state and a meal that threatened to eject itself from my tummy, the Jeep Wrangler actually coped very well with all the harsh punishment the Malaysian wilderness could hurl at it.

The Wrangler's huge off-road tyres and high ground clearance were advantages in those conditions. Less rugged "soft-roaders" that got stuck were promptly rescued by 4x4 experts in attendance.

Everyone had fun at this year's *TNP* SUVival Challenge, especially the winner, Edmund Lee. For me, I was glad just to "SUV-vive" the ordeal! 🌿

NO SKIDDING, NO KIDDING

Our mechanical engineer explains how anti-skid technology helps to keep your car on a straight and safe path.



ELECTRONIC driving aids in one form or another are now standard on all modern cars. First of these was ABS, or Anti-lock Braking System. Using wheel-speed sensors, the ABS modulates hydraulic pressure in the brake lines to prevent wheel lockup that leads to skidding.

The ability of ABS to monitor individual wheel speed, and apply the brakes on any one wheel if necessary, has allowed engineers to incorporate individual wheel braking for the purpose of altering the dynamic characteristics of the car – at all speeds and in a variety of driving situations.

The first extension of ABS was traction control, which measures the speed of the driven wheels, and then either applies braking or overrides the driver's throttle input to alleviate wheelspin.

Said wheelspin could cause oversteer or understeer, depending on which end the

wheels are driven.

ESP, or Electronic Stability Programme, is built on the "ABS plus" principle of vehicular traction control.

ESP adds a yaw sensor (to measure the angular moment about the car's central vertical axis), lateral and longitudinal acceleration sensors, and a steering angle sensor.

The data is continuously collected by an Electronic Control Unit (ECU), which compares the measurements against the pre-programmed

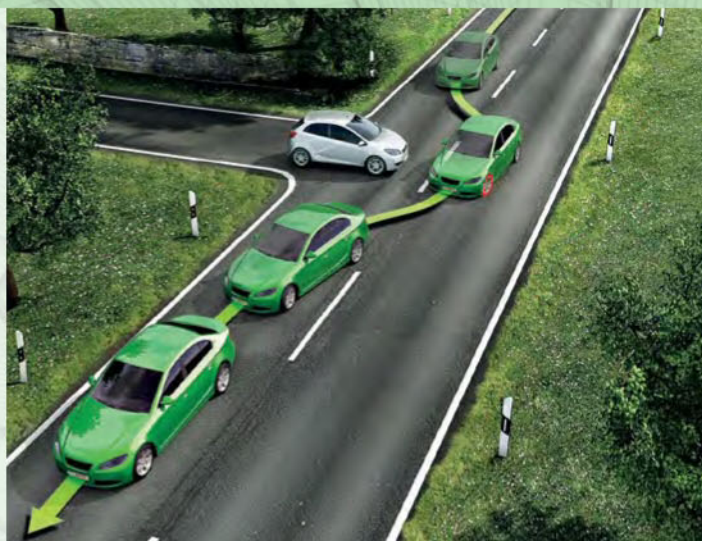
"ideal situation". Any deviation means a skid is imminent.

Long before the driver can react to the problem, the ECU commands either the traction control or the ABS, or both in unison, to brake the appropriate wheel, so as to counter excessive yaw or acceleration in either axis. The ECU also cuts the engine power simultaneously.

For example, in a right-hand curve, ESP brakes the front left wheel if oversteer is detected, or the rear right wheel if the



ESP is your car's electronic "extrasensory perception" that promptly restores stability at the onset of understeer (left) or oversteer (far left).



condition is determined to be understeer (see diagram).

In slippery conditions, when the driver applies excessive pressure on the accelerator pedal, causing the driven wheels to break traction, the ECU takes charge of the electronic throttle to reduce torque to the wheels. The current state of electronic processors makes it possible for ESP to function at incredible speeds.

In most cases, the driver never realises how ESP has intervened to counter a potentially hazardous situation. The system is one of the most

“
**SAFETY-
CONSCIOUS
DRIVING IS
STILL THE
ULTIMATE
ANTI-SKID
DRIVING AID.**
”

critical driving aids in modern cars. It has proven to be highly effective in preventing accidents due to driver error, and in maintaining vehicular stability if a sudden, unforeseen evasive manoeuvre becomes necessary.

If your new car does not have “ESP” on its specs sheet, that’s probably because it is called something else by the manufacturer of your vehicle – for example, ESC, DSC, VSC, VDC, DTC, ASC, MSP, VSA, VSM and PSM. These are all essentially the same anti-skid system/technology.

For many high-performance cars, selectable ESP modes give skilled drivers the option to take charge of the machine’s dynamics. This is useful on racetracks, but on public roads and particularly in the wet, ESP (or its equivalent by another name) is best left to its own devices.

At the end of the day, all drivers should bear in mind that even ESP has its limitations. A safety-conscious driving style, coupled with good road sense and your instinct for self preservation, is still the ultimate anti-skid driving aid. No kidding. 🍀

🍀
ESP can be
a lifesaver
when the
road surface
is wet and
slippery.



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07/JUL



SOUND ARTISTRY

Audiophiles looking for a stylish music player could check out the Bang & Olufsen Beoplay A9. Beneath its chic body, it incorporates tweeters, midrange speakers, plus a subwoofer and an amplifier to help it deliver rich sound. For a seamless experience, the A9 plays music from devices via Bluetooth, Airplay or DLNA. \$3498



The Beoplay A9's legs are available in maple, oak and walnut finishes. It can also be wall-mounted to save space.

CLASS ACTS

These classy, timeless timepieces would make great wrist accessories for your next high-powered business meeting.

\$2650



BALL TRAINMASTER ETERNITY

Featuring a brushed silver dial and retro-inspired crown, this timepiece is a picture of elegant restraint.

\$POA



**BELL & ROSS WW1
EDICION LIMITADA**
And now for something completely different from B&R – a round watch, and one that's more classy than sporty.

\$330



CLAUDE BERNARD CLASSIC

Nothing says "classical charm" more than thin hands, Roman numeral hour markers and a pristine white dial.

\$31,000

\$2400

JUNKERS BAUHAUS

If there was a watch with an apt name, this would be it, with its minimalist, bordering-on-austere Bauhaus-style dial and hands.



IWC PORTUGIESER ANNUAL CALENDAR

An in-between piece, it bridges the gap between the base Portugieser model and the perpetual calendar variant.



\$1014



LONGINES HERITAGE FLAGSHIP

It may have a design straight out of the 1940s, but there's a good chance this Longines will look good even in 2040.

**LUMINOX FIELD
AUTOMATIC**
This timepiece sports an oversized pilot-style dial, and like any Luminor watch, it's built to take a licking and keep on ticking.

\$6900

**PANERAI
RADIOMIR FIRENZE**
An intricate hand-engraved steel case marks this piece out as no ordinary Radiomir – production is limited to 99 pieces.



\$1425



**MONTBLANC
HERITAGE
CHRONOMETRIE
QUANTIÈME COMPLET**
The date display on the dial's circumference and moonphase display make this Montblanc ooze old-world charm.



\$POA

\$2190



**RAYMOND WEIL
MAESTRO FRANK
SINATRA**
A horological tribute to
Ol' Blue Eyes, its hour
markers and hands,
fittingly enough, have a
vibrant blue hue.

**ROGER DUBUIS
HOMMAGE
CHRONOGRAPH**

Could a watch possibly
be both extroverted and
classy at the same time?
With this timepiece, the
answer is a firm "yes".



\$62,000

\$4700



**TAG HEUER
CALIBRE 6**

The Swiss watchmaker
may be known more for
its avant-garde watches,
but it has dug deep
into its archives for this
1960s-inspired one here.

1. BIMMER TIME

The latest timepiece to come from Ball's ongoing collaboration with BMW is the Timetrekker. A self-winding mechanical movement is housed in a 44mm-wide stainless steel case, which is available on either a rubber strap or stainless steel bracelet.

The dial (in either blue or black) also displays the day and date. Like all Ball watches, the Timetrekker features the watchmaker's signature micro gas-lights on the hands and indices.

2. FOR ARTS' SAKE

Even if wearing a miniature portrait on your wrist isn't quite your cup of tea, it would take a cynical person indeed to dispute the artistry of a painted enamel on the dial of a watch.

In the case of the Vulcain 50s President here, it takes nearly three weeks of painstaking labour to finish each dial. Fittingly enough, the dial depicts the Greek god of the forge at work – Hephaestus, or Vulcain as he's known in French.

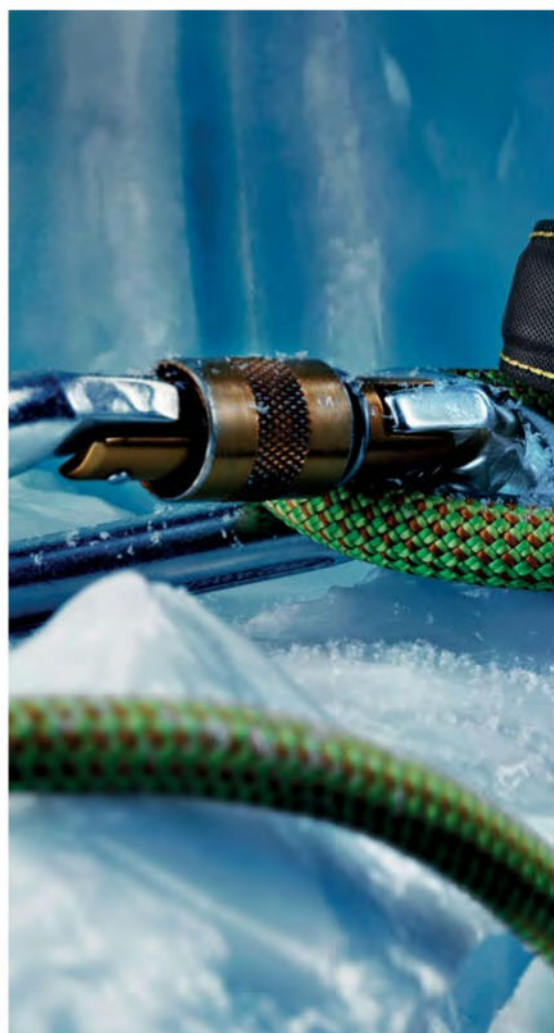
The ticker is housed in a rose gold case and has a self-winding mechanical movement with the Swiss watchmaker's signature alarm function. This arty timepiece made its debut at this year's Baselworld watch show, with production limited to just 30 pieces.

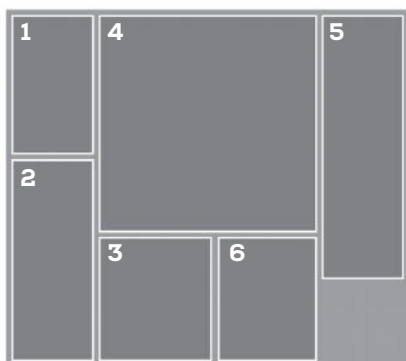
3. VINTAGE APPEAL

Tissot's catalogue is remarkably diverse – it makes ultra-techy timepieces such as the T-Touch, and on the opposite end of the spectrum, you have the Vintage collection.

Presented in a rose gold case, and on a leather strap with a folding clasp, there are two dial colours to choose from (off-white or dark grey). Whichever hue it is, the Tissot Vintage's dial has a hobnail motif with its indices picked out in rose gold.

Despite its classical design, this ticker is powered by Tissot's most up-to-the-minute movement, the Powermatic 80 – so named for its 80-hour power reserve and self-winding nature. If mechanical watches aren't your thing, the Tissot Vintage is also available with a Swiss quartz movement.





4. NORTHWARD HO!

On the surface of things, the Tudor North Flag might seem like just another well-crafted "tool" timepiece from the Swiss watchmaker.

Its dial has a minimalist field-watch-style design, with a date indicator at 3 o'clock and a power reserve indicator at 9 o'clock.

However, look a little closer and there are a few signs that this ticker breaks with a few Tudor traditions, the most obvious being its see-through "window" caseback.

The movement, too, is not your average Tudor calibre. While most watches from the company use ETA-derived movements, the one in this timepiece is conceived entirely in-house by Tudor, a first for the Swiss outfit.

The North Flag has a matte-finish stainless steel case, and is available with two straps – a stainless steel bracelet or a leather strap with yellow stitching.

5. FLIGHTS OF FANCY

The Breitling Navitimer has long been associated with aviation, so it's no surprise that the watchmaker collaborated with the Aircraft Owners and Pilots Association (AOPA) to create this limited edition variant.

Its dial design is a homage to Navitimers issued by the AOPA back in the 1950s and 1960s. As with all modern Navitimers, this is powered by a self-winding movement (chronometer certified by COSC, naturally) developed in-house by Breitling.

Production of the AOPA Navitimer is limited to just 500 pieces worldwide.

6. STONE COOL

Pictures don't quite do the Giuliano Mazzuoli Carrara justice. While it might appear to have a case made of metal, it is, in fact, crafted out of Italian marble from the Carrara region near Florence. Apparently, Michaelangelo also elected to use marble from this region when he made David, his iconic sculpture.

Powered by a Swiss-made automatic movement, the ceramic dial is available in three colours: grey, blue or white.

Priced at \$6698, the Carrara is available exclusively at Krasnaya. 🌿

MINIATURE RACERS

Satisfy your need for speed – legally – with these 1/10 scale radio-controlled Tamiya models.



1



3



2

1—Fans of sports utility vehicles will enjoy taking the Subaru XV off the beaten path. This model offers two wheelbase lengths and two ground clearance settings, along with 10 possible gear ratios to enhance its off-roading abilities. **\$280** **2**—Feel like a “drift king” when you take the Volkswagen Scirocco Drift Spec for a spin. For better control, the model features Super Driftech tyres, as well as double-wishbone suspensions and CVA Super Mini dampers. **\$400** **3**—Burn rubber with the BMW M3 GT2 2009, which features an all-wheel-drive powertrain, and a battery and motor mounted low in the body to enhance its grip and handling. **\$350** **4**—Perfect your drifting technique with the Nissan Endless 370Z. Like the Scirocco Drift Spec model, the 370Z features a sport-tuned motor, plus double-wishbone suspensions with adjustable upper arms. **\$400**



00 >



9 770317 470011



6



4



5

5_Mod enthusiasts will love tinkering with the Toyota 86, which lets "drivers" adjust the car's handling dynamics by tweaking the rear suspension. **\$280** **6**_Tifosi who find the Ferrari LaFerrari out of reach can always opt for this scale model instead. Equipped with front and rear gearbox differentials, along with an aluminium propeller shaft, this Italian stallion can rule R/C racetracks without ruining your wallet. **\$380**

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GARAGE

• HOTTEST
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CARS AHEAD



07/JUL



MAXIMUM CONTACT

Big brake kits might work better when paired with Goodyear's Eagle F1 Asymmetric 2, which supposedly helps reduce stopping distances by up to 3m compared to rival tyres. Helping the F1 Asymmetric 2 accomplish this is its 3-D block design that expands under braking, and a motorsport-derived tread compound for better grip in wet conditions. The tyre comes in 17- to 19-inch sizes and is available at all authorised dealers.



AND ALSO

■ OPTIONS ■ TUNE-IN



i OF THE STORM



THE BMW i8 already contains quite a lot of carbon fibre — after all, its chassis is mostly made of the stuff. But tuner AC Schnitzer obviously feels that isn't enough, particularly when it comes to the automobile's exterior.

Yes, the plug-in hybrid sports car's skin is made of thermoplastics, but

unlike its chassis, there's a notable absence of the automotive black gold, though that can't be said about the AC Schnitzer-fettled i8. The German company is now offering a host of aerodynamic add-ons made of carbon fibre, specifically the side skirts and rear spoiler.

The highlight of its i8 improvement programme has to be the new AC1 forged alloy wheels. Seen on the car in a 21-inch size and featuring five twinned spokes, the wheels are shod with ultra-low-profile tyres, measuring 245/35 R21 at the front and 285/30 R21 at the back.

LOW-AIR-ING

IF you've got a Porsche Cayenne or Macan with air springs installed and were hoping to lower it without having to resort to "archaic" steel springs, TechArt has just the thing: an electronic lowering module for the SUV pair.

Even in its Normal mode, cars equipped with the add-on (essentially a piggyback ECU for the air springs) are 10mm and 22mm lower than standard for the Macan and Cayenne respectively. If that's not low

enough for your Macan, the module can lower the car by up to 20mm when the Sport Plus button is pushed.

That's not the lowest the two sports utility vehicles can go, though. The unit can drop the Macan and Cayenne's ride height by a further 30mm and 20mm respectively. However, the bad news is that the super-low-ride height can only be activated when the car is stationary, and after it has been locked.



WINGS TO FLY

THE Mercedes-Benz SLS AMG has given way to the Mercedes-AMG GT, but Prior Design has a way to breathe new life (and an aggressive new look) into the gullwing supercar.

Comprising a full widebody kit that includes more heavily sculpted front and rear ends, plus a wild-looking bonnet and fixed rear wing, this proves that while the SLS AMG is getting on in years, you still can teach this old dog some new tricks.



COLOUR ME RETRO

THE Toyota 86 isn't short on nostalgia, seeing how it's the spiritual successor to the legendary Hachi-Roku. So it's appropriate that the Japanese automaker is mining the coupe for even more retro appeal during this year's Goodwood Festival of Speed.

To that end, the carmaker will be dressing up five 86s in the livery of some of the

marque's historic racecars.

Chief among the retro-inspired race livery are the Castrol colours worn by the Celica GT-Four rally vehicle.

Other classic Toyota racecar colour schemes that will appear at Goodwood include the yellow and green livery of the 2000GT that participated in the Yatabe Speed Trials in the 1960s.



IS YOUR CAR AIRCON NOT COLD?

- Fix It In Less Than 15 Mins
- Fix It For Less Than \$100
- Safe & Easy To Use

How does Super Seal work?

While in the air conditioning system, it remains a liquid lubricant and contains additives to penetrate and rejuvenate o-rings, gaskets and other rubber connectors to prevent leakage. Included in Super Seal is a drying agent that gets rid of any moisture that may be inside the air conditioner. If the refrigerant leak occurs in a metal part, the refrigerant leaves the system and chills the outside air causing condensation. This moisture activates the Super Seal fluid to form a scab on the exterior of the metal.



A/C PRO Refrigerant



A/C PRO Super Seal

Ultra Synthetic Formula

- Provides maximum cold air
- Seals rubber leaks
- Repairs metal leaks
- Extends System Life



GERMAN STALLION TRIUMPHS

PORSCHE scored a 1-2 victory at this year's 24 Hours of Le Mans and set a new record for the most outright wins by a manufacturer. The winning car was the 919 Hybrid (No. 19), driven by Nick Tandy, Earl Bamber and former Formula One pilot Nico Hulkenberg. Making this triumph even more significant is that the latter two drivers were making their debut at this gruelling race!

In second place was No. 17, driven by Timo Bernhard, Brendon Hartley and former F1 driver Mark Webber. This trio were actually leading the early part of the race, but fell behind due to the one-minute penalty they were given for overtaking

under yellow flags. When the race ended, No. 17 was a lap behind the winning car.

Rounding out the podium was the Audi R18 e-tron quattro (No. 7), piloted by last year's victors, Andre Lotterer, Marcel Fassler and Benoit Treluyer.

Fortune did not favour them this year. During the race, a big section of the engine hood came off and damaged the car. The team repaired the damage in less than seven minutes, but in that period, they were lapped twice and couldn't recover.

Although this trio only managed to finish third, they set a new record with a race lap time of three minutes and 17.475 seconds.



MOD YOUR RIDE

Goodies for your prized possession.



Keep your motor running smoothly and efficiently with the help of the **Tunap Microflex 979**, a fuel-injector cleaner that improves combustion and reduces emissions by removing harmful deposits clogging the injector nozzles. Diesel car owners can consider the **Tunap Microflex 989**, which works with bio-diesel, too.



Specially formulated by Motul, the **TRD Sport Engine Oil** is claimed to be able to protect engines subject to extreme conditions.



Make fill-ups at the petrol kiosk feel like Formula One pit stops when you're fastening this **TRD replacement fuel cap**.



Toyota Vios and Yaris owners keen on upgrading to larger wheels for added grip could check out this sporty-looking 17-inch **TRD rim**.

MOD TALK

Upgrading Wheels



Q1 Should I upgrade by one size or two?

It's your call. Even a "plus one" upgrade (wheel diameter increase by one inch) results in a wider tyre and larger contact patch for better grip.

Q2 Why are forged wheels stronger than cast ones?

Forged wheels are stronger because they are formed from a solid aluminium billet placed between forging dies.

Q3 Can you explain what wheel spacers are?

They are circular pieces of machined metal fitted onto the wheel hub to widen the car's track width.

Q4 Do they improve a car's handling?

Yes. When a car's track width is increased, higher stability is achieved because chassis roll is reduced.

Q5 Will larger wheels affect my car's ride quality?

Yes. Bigger wheels require wider tyres with thinner and stiffer sidewalls. Less sidewall flex results in a harder ride.

MON



SEASON 5
FALLING SKIES

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TUE



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CYBER**

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WED



SEASON 6
**NCIS:
LOS ANGELES**

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THU



JAMES SPADER
**THE
BLACKLIST**
SEASON 2

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07 / JULY



TOYOTA
ALPHARD

FROM
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ON THE ROAD

This all-new seven-seater big business van offers more lounging room than its predecessor, making it ideal for big businessmen who need their key staff along with them for offsite meetings. The new Alphard looks more aggressive, too, making it even more ideal for hostile takeovers.



MERCEDES-
AMG GT S

PRICE
ON APPLICATION

The first model developed entirely in-house by AMG packs plenty of firepower with its 4-litre twin-turbo V8. With 510bhp and 650Nm, the AMG GT S can hit 100km/h in 3.8 seconds and a top speed of 310km/h. Enhancing its agility is an electronically controlled suspension and differential.



VOLKSWAGEN
PASSAT

PRICE
ON APPLICATION

VW's latest mid-size saloon promises more space – with its 79mm longer wheelbase – and amenities compared to the older model. Equipment could include an all-digital instrument panel called Active Info Display, plus an upgraded Park Assist function that can perform perpendicular parking manoeuvres.



RIVAL
NISSAN ELGRAND



RIVAL
PORSCHE 911 TURBO



RIVAL
FORD MONDEO



BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
ALFA ROMEO // EuroAutomobile Pte Ltd, tel: 6566-2200, www.alfaromeo.com.sg								
Giulietta 1.4 (A) 5dr	\$133,800	1368cc	4T/6DC	FF	170bhp/250Nm	7.7sec	218km/h	121
Giulietta Quadrifoglio Verde 1.7 (A) 5dr	\$173,800	1742cc	4T/6DC	FF	240bhp/340Nm	6.6sec	244km/h	162
4C 1.7 (A) coupe	\$373,800	1742cc	4T/6DC	MR	240bhp/350Nm	4.5sec	258km/h	157

ALPINA // Munich Automobiles Pte Ltd, tel: 6473-7117

B3 3.0 (A) 4dr	\$388,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	305km/h	13.2km/L	177
B3 Touring 3.0 (A) estate	\$398,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.3sec	302km/h	13.0km/L	179
B4 Coupe 3.0 (A)	\$398,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	303km/h	13.2km/L	177
B4 Convertible 3.0 (A)	\$418,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.5sec	301km/h	12.5km/L	186
D5 3.0 (A) 4dr	\$418,800	2993cc	6TD/8AT	FR	350bhp/700Nm	5.1sec	278km/h	16.9km/L	155
D5 Touring 3.0 (A) estate	POA	2993cc	6TD/8AT	FR	350bhp/700Nm	5.3sec	276km/h	16.1km/L	163
B7 4.4 (A) 4dr	\$680,800	4395cc	V8T/8AT	FR	540bhp/730Nm	4.6sec	312km/h	10.1km/L	230
XD3 3.0 (A) SUV	\$410,800	2993cc	6TD/8AT	F4	350bhp/700Nm	4.9sec	251km/h	15.2km/L	174

ASTON MARTIN // AM Automotive (S) Pte Ltd, tel: 6862-5868, www.astonmartin.com.sg

V8 Vantage 4.7 coupe	\$595,000	4735cc	V8/GMT	FR	420bhp/470Nm	4.9sec	290km/h	7.8km/L	299
V8 Vantage 4.7 (A) coupe	\$615,000	4735cc	V8/7AM	FR	420bhp/470Nm	4.7sec	300km/h	7.6km/L	295
V8 Vantage S 4.7 (A) coupe	\$665,000	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L	299
V8 Vantage Roadster 4.7 (A)	\$650,000	4735cc	V8/7AM	FR	420bhp/470Nm	4.8sec	290km/h	7.8km/L	295
V8 Vantage S Roadster 4.7 (A)	\$700,000	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L	299
V12 Vantage S 5.9 coupe	\$915,000	5935cc	V12/7AM	FR	565bhp/620Nm	3.9sec	328km/h	6.1km/L	388
DB9 5.9 (A) coupe	\$883,000	5935cc	V12/6AT	FR	517bhp/620Nm	4.6sec	295km/h	7.0km/L	333
Rapide S 5.9 (A) 4dr	\$943,000	5935cc	V12/8AT	FR	552bhp/630Nm	4.4sec	327km/h	7.8km/L	300
Vanquish 5.9 (A) coupe	\$1,163,000	5935cc	V12/8AT	FR	568bhp/630Nm	3.8sec	324km/h	7.8km/L	298
Vanquish Volante 5.9 (A) conv	\$1,213,000	5935cc	V12/8AT	FR	568bhp/630Nm	4.0sec	317km/h	7.8km/L	298

AUDI // Premium Automobiles Pte Ltd, tel: 6566-1111, www.audi.com.sg

A1 Sportback 1.4 (A) 5dr	POA	1390cc	4T/7DC	FF	122bhp/200Nm	9.0sec	203km/h	18.8km/L	122
A1 Sportback 185 1.4 (A) 5dr	POA	1390cc	4T/7DC	FF	185bhp/250Nm	7.0sec	227km/h	16.9km/L	139
A3 Sportback 1.4 (A) 5dr	\$155,400	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L	116
A3 Sportback 1.8 (A) 5dr	POA	1798cc	4T/7DC	FF	180bhp/250Nm	7.3sec	232km/h	17.9km/L	129
A3 Sedan 1.4 (A)	\$157,600	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	211km/h	20.0km/L	116
A3 Cabriolet 1.4 (A)	\$194,300	1395cc	4T/7DC	FF	125bhp/200Nm	10.2sec	211km/h	19.6km/L	119
S3 Sportback 2.0 (A) 5dr	\$241,250	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L	159
S3 Sedan 2.0 (A)	\$244,850	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L	159
A4 1.8 (A) 4dr	\$177,200	1798cc	4T/CVT	FF	170bhp/320Nm	8.3sec	225km/h	17.2km/L	134
A4 2.0 (A) 4dr	POA	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L	159
S4 3.0 (A) 4dr	\$330,550	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	10.6km/L	190
A4 Avant 2.0 (A) estate	\$227,750	1984cc	4T/CVT	FF	211bhp/350Nm	7.4sec	232km/h	13.7km/L	144
RS4 Avant 4.2 (A) estate	\$473,350	4163cc	V8/7DC	F4	450bhp/430Nm	4.7sec	250km/h	9.3km/L	249
A5 2.0 (A) coupe	\$261,950	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L	159
S5 3.0 (A) coupe	\$354,650	2995cc	V6S/7DC	F4	333bhp/440Nm	4.9sec	250km/h	12.3km/L	190
RS5 4.2 (A) coupe	\$496,450	4163cc	V8/7DC	F4	450bhp/430Nm	4.6sec	250km/h	9.3km/L	252
A5 Sportback 1.8 (A) 5dr	\$235,650	1798cc	4T/CVT	FF	170bhp/320Nm	8.4sec	220km/h	16.9km/L	136
A5 Sportback 2.0 (A) 5dr	\$262,550	1984cc	4T/7DC	F4	211bhp/350Nm	6.6sec	241km/h	14.3km/L	199
S5 Sportback 3.0 (A) 5dr	\$345,950	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.3km/L	190
A5 Cabriolet 2.0 (A)	\$297,450	1984cc	4T/7DC	F4	211bhp/350Nm	7.3sec	238km/h	13.9km/L	164
S5 Cabriolet 3.0 (A)	\$399,250	2995cc	V6S/7DC	F4	333bhp/440Nm	5.4sec	250km/h	11.7km/L	199
A6 1.8 (A) 4dr	\$250,800	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	17.5km/L	133
A6 2.0 (A) 4dr	\$276,600	1984cc	4T/7DC	FF	252bhp/370Nm	6.7sec	250km/h	16.9km/L	137
A6 3.0 (A) 4dr	\$369,900	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	13.2km/L	177
S6 4.0 (A) 4dr	POA	3993cc	V8T/7DC	F4	420bhp/550Nm	4.6sec	250km/h	10.4km/L	225
A6 Avant 1.8 (A) estate	\$260,900	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	16.9km/L	137
A6 Avant 3.0 (A) estate	\$381,200	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.8km/L	182
RS6 Avant 4.0 (A) estate	\$544,300	3993cc	V8T/8AT	F4	560bhp/700Nm	3.9sec	250km/h	10.2km/L	229
A7 2.0 (A) 5dr	\$309,400	1984cc	4T/7DC	FF	252bhp/370Nm	6.9sec	250km/h	16.9km/L	137
A7 2.8 (A) 5dr	\$313,700	2773cc	V6/7DC	F4	204bhp/280Nm	8.3sec	235km/h	12.5km/L	187

EXPLANATORY NOTES

POA Price on application
5dr Five-door hatchback
4dr Four-door saloon
3dr Three-door hatchback
conv Convertible
SUV Sports utility vehicle
MPV Multi-purpose vehicle

Engine Format
T Turbocharged
S Supercharged
H Hybrid
F Flat
D Diesel
EV Electric vehicle
EVRE EV range extender

Transmission
xMT Manual
xAT Automatic
xAM Automated manual
xDC Dual-clutch
CVT Continuously variable

Driveline
Fx Front-engine
Mx Mid-engine
Rx Rear-engine
xF Front-wheel-drive
xR Rear-wheel-drive
x4 Four-wheel-drive

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
AUDI continued								
A7 3.0 (A) 5dr	\$389,800	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	13.2km/L
S7 4.0 (A) 5dr	POA	3993cc	V8T/7DC	F4	420bhp/550Nm	4.7sec	250km/h	10.4km/L
A8L 3.0 (A) 4dr	\$422,200	2995cc	V6S/8AT	F4	310bhp/440Nm	5.9sec	250km/h	12.7km/L
A8L 3.0 TDI (A) 4dr	POA	2967cc	V6TD/8AT	F4	258bhp/580Nm	6.1sec	250km/h	16.7km/L
A8L 4.0 (A) 4dr	\$524,000	3993cc	V8T/8AT	F4	435bhp/600Nm	4.6sec	250km/h	10.9km/L
A8L 4.2 TDI (A) 4dr	POA	4134cc	V8TD/8AT	F4	385bhp/850Nm	5.6sec	250km/h	12.8km/L
A8L 6.3 (A) 4dr	POA	6299cc	W12/8AT	F4	500bhp/625Nm	4.6sec	250km/h	8.8km/L
S8 4.0 (A) 4dr	\$671,900	3993cc	V8T/8AT	F4	520bhp/650Nm	4.1sec	250km/h	10.4km/L
Q3 1.4 (A) SUV	\$183,300	1395cc	4T/6DC	FF	150bhp/250Nm	8.9sec	200km/h	16.1km/L
Q3 2.0 (A) SUV	\$213,900	1984cc	4T/7DC	F4	170bhp/280Nm	7.8sec	212km/h	13.0km/L
Q3 211 2.0 (A) SUV	POA	1984cc	4T/7DC	F4	211bhp/300Nm	6.9sec	230km/h	13.0km/L
Q5 2.0 (A) SUV	\$254,100	1984cc	4T/8AT	F4	225bhp/350Nm	7.1sec	222km/h	12.7km/L
Q5 3.0 (A) SUV	\$315,250	2995cc	V6S/8AT	F4	354bhp/470Nm	5.4sec	250km/h	11.8km/L
Q7 3.0 TDI (A) SUV	POA	2967cc	V6TD/8AT	F4	240bhp/550Nm	8.1sec	215km/h	11.9km/L
Q7 3.0 (A) SUV	\$365,900	2995cc	V6S/8AT	F4	272bhp/400Nm	7.9sec	222km/h	9.3km/L
Q7 3.0 (A) SUV	\$429,400	2995cc	V6S/8AT	F4	333bhp/440Nm	6.9sec	243km/h	9.3km/L
TT 2.0 (A) coupe	\$265,600	1984cc	4T/6DC	FF	230bhp/370Nm	5.9sec	250km/h	15.9km/L
TTS 2.0 (A) coupe	POA	1984cc	4T/6DC	F4	310bhp/380Nm	4.6sec	250km/h	14.7km/L
R8 4.2 (A) coupe	\$715,180	4163cc	V8/7DC	M4	430bhp/430Nm	4.3sec	300km/h	8.1km/L
R8 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	525bhp/530Nm	3.6sec	314km/h	7.6km/L
R8 V10 Plus 5.2 (A) coupe	\$969,750	5204cc	V10/7DC	M4	550bhp/540Nm	3.5sec	317km/h	7.8km/L
R8 Spyder 4.2 (A)	\$778,200	4163cc	V8/7DC	M4	430bhp/430Nm	4.5sec	300km/h	7.9km/L
R8 Spyder 5.2 (A)	\$946,600	5204cc	V10/7DC	M4	525bhp/530Nm	3.8sec	311km/h	7.5km/L

BENTLEY // Wearnes Automotive, tel: 6473-7755, www.wearnesauto.com

Mulsanne 6.8 (A) 4dr	POA	6752cc	V8T/8AT	FR	505bhp/1020Nm	5.3sec	296km/h	6.8km/L
Mulsanne Speed 6.8 (A) 4dr	POA	6752cc	V8T/8AT	FR	530bhp/1100Nm	4.9sec	305km/h	6.8km/L
Flying Spur V8 4.0 (A) 4dr	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.2sec	295km/h	9.2km/L
Flying Spur W12 6.0 (A) 4dr	POA	5998cc	W12T/8AT	F4	616bhp/800Nm	4.6sec	320km/h	6.8km/L
Continental GT V8 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	4.8sec	303km/h	9.5km/L
Continental GT V8 S 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	521bhp/680Nm	4.3sec	309km/h	9.4km/L
Continental GT 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	567bhp/700Nm	4.5sec	318km/h	6.9km/L
Continental GT Speed 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	616bhp/800Nm	4.2sec	329km/h	6.8km/L
Continental GTC V8 4.0 (A) conv	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.0sec	301km/h	9.1km/L
Continental GTC 6.0 (A) conv	POA	5998cc	W12T/6AT	F4	567bhp/700Nm	4.8sec	314km/h	6.1km/L

BMW // Performance Motors Ltd, tel: 6319-0100, www.bmw.com.sg

218i Active Tourer (A) 5dr	\$172,800	1499cc	3T/6AT	FF	136bhp/220Nm	9.2sec	205km/h	18.9km/L
220i Coupe 2.0 (A)	\$206,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.0sec	230km/h	16.7km/L
228i Coupe 2.0 (A)	\$218,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	15.9km/L
220i Convertible 2.0 (A)	\$221,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	226km/h	15.4km/L
228i Convertible M Sport 2.0 (A)	POA	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	14.9km/L
316i 1.6 (A) 4dr	\$189,800	1598cc	4T/8AT	FR	136bhp/220Nm	9.2sec	210km/h	16.9km/L
320i EfficientDynamics 1.6 (A) 4dr	POA	1598cc	4T/8AT	FR	170bhp/250Nm	7.6sec	230km/h	18.5km/L
320i Luxury 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	235km/h	16.4km/L
320i M Sport 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	235km/h	16.4km/L
320d M Sport 2.0 (A) 4dr	POA	1995cc	4TD/8AT	FR	184bhp/380Nm	7.4sec	230km/h	22.2km/L
328i 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	245bhp/350Nm	6.1sec	250km/h	15.9km/L
335i M Sport 3.0 (A) 4dr	\$300,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.5sec	250km/h	12.6km/L
320i GT 2.0 (A) 5dr	\$244,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.9sec	229km/h	15.9km/L
328i GT 2.0 (A) 5dr	\$269,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.1sec	250km/h	15.4km/L
335i GT 3.0 (A) 5dr	\$320,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.4sec	250km/h	13.0km/L
420i Coupe 2.0 (A)	\$244,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L
428i Coupe 2.0 (A)	\$267,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.8sec	250km/h	15.6km/L
435i Coupe 3.0 (A)	\$319,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.1sec	250km/h	14.4km/L
420i Convertible 2.0 (A)	\$276,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L
428i Convertible 2.0 (A)	\$299,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.4sec	250km/h	14.9km/L
435i Convertible 3.0 (A)	\$350,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.5sec	250km/h	13.0km/L

CARBON EMISSIONS-BASED VEHICLE SCHEME (CEVS)

CO2 emission g/km	Rebate (-)	CO2 emission g/km	Surcharge (+)
≤95	- \$30,000	186-200	+ \$5000
96-105	- \$15,000	201-215	+ \$10,000
106-120	- \$10,000	216-230	+ \$15,000
121-135	- \$5000	>230	+ \$30,000
136-185	\$0		

All prices listed include COE and are meant to serve as a guide. Please visit www.torque.com.sg/buy for the latest car prices.

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
BMW continued								
420i Gran Coupe 2.0 (A) 4dr	\$244,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	236km/h	15.9km/L
428i Gran Coupe 2.0 (A) 4dr	\$269,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	15.6km/L
435i Gran Coupe 3.0 (A) 4dr	\$320,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.2sec	250km/h	13.2km/L
520i 2.0 (A) 4dr	\$248,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.0sec	226km/h	15.6km/L
520d 2.0 (A) 4dr	POA	1995cc	4TD/8AT	FR	184bhp/380Nm	7.9sec	231km/h	20.4km/L
528i 2.0 (A) 4dr	\$263,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.3sec	250km/h	13.1km/L
535i M Sport 3.0 (A) 4dr	\$363,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.9sec	250km/h	11.9km/L
535d 3.0 (A) 4dr	POA	2993cc	6TD/8AT	FR	313bhp/630Nm	5.3sec	250km/h	17.9km/L
535i Touring 3.0 (A) estate	POA	2979cc	6T/8AT	FR	306bhp/400Nm	5.9sec	250km/h	11.7km/L
535i GT 3.0 (A) 5dr	\$388,800	2979cc	6T/8AT	FR	306bhp/400Nm	6.3sec	250km/h	12.2km/L
640i Coupe 3.0 (A)	\$386,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.4sec	250km/h	13.2km/L
650i Coupe 4.4 (A)	POA	4395cc	V8T/8AT	FR	407bhp/600Nm	4.9sec	250km/h	9.6km/L
640i Convertible 3.0 (A)	POA	2979cc	6T/8AT	FR	320bhp/450Nm	5.7sec	250km/h	12.6km/L
650i Convertible 4.4 (A)	POA	4395cc	V8T/8AT	FR	407bhp/600Nm	5.0sec	250km/h	9.3km/L
640i Gran Coupe 3.0 (A) 4dr	\$409,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.4sec	250km/h	12.6km/L
650i Gran Coupe 4.4 (A) 4dr	POA	4395cc	V8T/8AT	FR	450bhp/650Nm	4.6sec	250km/h	11.6km/L
730Li 3.0 (A) 4dr	\$408,800	2996cc	6/8AT	FR	258bhp/310Nm	7.5sec	250km/h	11.5km/L
740Li Luxury 3.0 (A) 4dr	\$458,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.7sec	250km/h	12.7km/L
750Li 4.4 (A) 4dr	POA	4395cc	V8T/8AT	FR	450bhp/650Nm	4.8sec	250km/h	11.6km/L
i3 Interior Design Lodge (A) 5dr	\$236,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L
i3 Interior Design Suite (A) 5dr	\$240,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L
i8 1.5 (A) coupe	\$599,800	1499cc	3TH/6AT	M4	230bhp/320Nm	4.4sec	250km/h	47.6km/L
X3 sDrive20i 2.0 (A) SUV	\$225,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.2sec	210km/h	14.1km/L
X3 xDrive20d 2.0 (A) SUV	\$253,800	1995cc	4TD/8AT	F4	190bhp/400Nm	8.1sec	210km/h	18.5km/L
X3 xDrive28i 2.0 (A) SUV	\$282,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.5sec	230km/h	13.5km/L
X3 xDrive35i 3.0 (A) SUV	\$332,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.7sec	245km/h	10.5km/L
X4 xDrive20i 2.0 (A) SUV	\$268,800	1997cc	4T/8AT	F4	184bhp/270Nm	8.1sec	212km/h	13.7km/L
X4 xDrive28i 2.0 (A) SUV	\$296,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.4sec	232km/h	13.5km/L
X4 xDrive35i 3.0 (A) SUV	\$341,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.5sec	247km/h	12.0km/L
X5 xDrive30d 3.0 (A) SUV	\$384,800	2993cc	6TD/8AT	F4	258bhp/560Nm	6.9sec	230km/h	16.1km/L
X5 xDrive35i 3.0 (A) SUV	\$357,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.5sec	235km/h	11.8km/L
X5 xDrive50i 4.4 (A) SUV	\$496,800	4395cc	V8T/8AT	F4	450bhp/650Nm	5.0sec	250km/h	9.5km/L
X6 xDrive35i 3.0 (A) SUV	\$388,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.4sec	240km/h	11.6km/L
X6 xDrive50i 4.4 (A) SUV	\$500,800	4395cc	V8T/8AT	F4	450bhp/650Nm	4.8sec	250km/h	10.3km/L
Z4 Roadster sDrive20i 2.0 (A)	\$261,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.2sec	232km/h	14.7km/L
Z4 Roadster sDrive28i 2.0 (A)	\$284,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	14.7km/L
Z4 Roadster sDrive35is 3.0 (A)	\$354,800	2979cc	6T/7DC	FR	340bhp/450Nm	4.8sec	250km/h	11.1km/L

BMW M // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M3 Sedan 3.0 (A)	\$363,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L
M4 Coupe 3.0 (A)	\$373,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L
M5 Competition 4.4 (A) 4dr	\$498,800	4395cc	V8T/7DC	FR	575bhp/680Nm	4.2sec	250km/h	10.1km/L
M6 Coupe 4.4 (A)	\$552,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	250km/h	10.1km/L
M6 Convertible 4.4 (A)	\$597,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.3sec	250km/h	9.7km/L
M6 Gran Coupe 4.4 (A) 4dr	\$574,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	305km/h	10.1km/L
X5M 4.4 (A) SUV	\$529,800	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L
X6M 4.4 (A) SUV	\$554,800	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L

BMW M PERFORMANCE // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M135i 3.0 (A) 3dr	POA	2979cc	6T/8AT	FR	320bhp/450Nm	4.9sec	250km/h	13.3km/L
M135i 3.0 (A) 5dr	POA	2979cc	6T/8AT	FR	320bhp/450Nm	4.9sec	250km/h	13.3km/L
M235i Coupe 3.0 (A)	POA	2979cc	6T/8AT	FR	326bhp/450Nm	4.8sec	250km/h	13.2km/L
X5 M50d 3.0 (A) SUV	POA	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	14.9km/L
X6 M50d 3.0 (A) SUV	POA	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	13.0km/L

CHERY // Vertex Automobile Pte Ltd, tel: 6742-2883, www.chery-vertex.com.sg

Fulwin 2 1.5 4dr	\$79,999	1497cc	4/5MT	FF	107bhp/140Nm	not avail.	160km/h	14.3km/L
J3 1.6 4dr	\$81,999	1597cc	4/5MT	FF	117bhp/147Nm	14.8sec	174km/h	12.5km/L

CHEVROLET // Alpine Motors, tel: 6511-3033, www.chevrolet.com.sg

Spark 1.0 (A) 5dr	\$107,999	995cc	4/4AT	FF	68bhp/89Nm	17.5sec	143km/h	16.7km/L
Sonic 1.4 (A) 4dr	\$113,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.6km/L
Sonic Hatch 1.4 (A)	\$113,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.4km/L
Cruze 1.4 (A) 4dr	\$132,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.4sec	204km/h	14.7km/L
Cruze Station Wagon 1.4 (A)	\$135,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.8sec	202km/h	14.7km/L
Orlando LS 1.4 (A) MPV	\$145,999	1362cc	4T/6AT	FF	140bhp/200Nm	11.2sec	191km/h	14.1km/L
Captiva 2.4 LT (A) SUV	\$169,999	2384cc	4/6AT	FF	167bhp/230Nm	10.8sec	181km/h	10.9km/L
Captiva 2.4 LT AWD (A) SUV	POA	2384cc	4/6AT	F4	167bhp/230Nm	11.0sec	175km/h	10.8km/L
Malibu 2.4 (A) 4dr	\$156,999	2384cc	4/6AT	F4	167bhp/225Nm	9.7sec	206km/h	12.8km/L

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
CHRYSLER // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.chrysler.com								
300C 3.6 (A) 4dr	\$283,000	3604cc	V6/8AT	FR	286bhp/340Nm	7.6sec	240km/h	10.3km/L 227
Grand Voyager 2.8 (A) MPV	\$243,000	2776cc	4TD/6AT	FF	160bhp/360Nm	12.8sec	185km/h	11.4km/L notavail

CITROEN // Cycle & Carriage France Pte Ltd, tel: 6479-2792, www.citroen.com.sg

DS3 1.4 EGS (A) 3dr	POA	1397cc	4/5AM	FF	95bhp/136Nm	11.8sec	184km/h	17.8km/L 127
DS3 Cabrio 1.6 (A) conv	POA	1598cc	4/4AT	FF	120bhp/160Nm	10.9sec	190km/h	15.2km/L 153
DS4 e-HDi 1.6 (A) 5dr	POA	1560cc	4TD/6AM	FF	110bhp/270Nm	11.3sec	190km/h	22.7km/L 114
DS4 So Chic 1.6 (A) 5dr	POA	1598cc	4T/6AT	FF	161bhp/240Nm	8.8sec	212km/h	13.0km/L 178
DS4 Sport Chic 1.6 5dr	POA	1598cc	4T/6MT	FF	200bhp/275Nm	8.5sec	235km/h	15.6km/L 149
DS5 e-HDi 1.6 (A) 5dr	\$169,988	1560cc	4TD/6AM	FF	115bhp/270Nm	10.1sec	191km/h	23.3km/L 112
DS5 Hybrid 4 2.0 (A) 5dr	POA	1997cc	4TDH/6AM	F4	200bhp/300Nm	9.2sec	211km/h	30.3km/L 85
C4 Cactus 1.2 (A) 5dr	\$123,988	1199cc	3/5AM	FF	80bhp/118Nm	15.0sec	172km/h	23.3km/L 98
C4 Picasso e-HDi 1.6 (A) MPV	\$134,988	1560cc	4TD/6AM	FF	115bhp/270Nm	12.3sec	189km/h	25.0km/L 105
Grand C4 Picasso e-HDi 1.6 (A) MPV	\$152,988	1560cc	4TD/6AM	FF	115bhp/270Nm	12.6sec	189km/h	25.0km/L 105

DAIHATSU // Sin Tien Seng Pte Ltd, tel: 6748-1166, www.sts.com.sg

Terios 1.5 (A) 4wd SUV	POA	1495cc	4/4AT	F4	105bhp/140Nm	12.6sec	150km/h	11.9km/L 179
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FERRARI // Ital Auto, tel: 6475-1118, www.italauto.com.sg

California T 3.9 (A) conv	POA	3855cc	V8T/7DC	FR	560bhp/755Nm	3.6sec	316km/h	9.5km/L 250
458 Italia 4.5 (A) coupe	\$1,235,000	4491cc	V8/7DC	MR	570bhp/540Nm	3.4sec	325km/h	7.5km/L 307
458 Spider 4.5 (A) conv	\$1,366,000	4491cc	V8/7DC	MR	570bhp/540Nm	3.4sec	320km/h	8.4km/L 275
458 Speciale 4.5 (A) coupe	\$1,265,000	4497cc	V8/7DC	MR	605bhp/540Nm	3.0sec	325km/h	8.5km/L 275
FF 6.3 (A) coupe	\$1,536,000	6262cc	V12/7DC	F4	660bhp/683Nm	3.7sec	335km/h	6.5km/L 360
F12berlinetta 6.3 (A) coupe	\$1,575,000	6262cc	V12/7DC	FR	740bhp/690Nm	3.1sec	340km/h	6.7km/L 350

FIAT // TTS Eurocars Pte Ltd, tel: 6842-2222, www.fiat.com.sg

500 1.4 (A) 3dr	\$120,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L 130
500C 1.4 (A) conv	\$125,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L 130
500 Gucci 1.4 (A) 3dr	\$136,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L 130
500C Gucci 1.4 (A) conv	\$141,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L 130
Bravo T-Jet 1.4 (A) 5dr	\$144,900	1368cc	4T/6AM	FF	150bhp/206Nm	8.5sec	212km/h	14.1km/L 132

FORD // Regent Motors Ltd, tel: 6376-2233, www.regentmotors.com.sg

Fiesta Trend 1.0 (A) 5dr	POA	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L 114
Fiesta Titanium 1.0 (A) 5dr	\$114,999	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L 114
Focus Trend 1.6 (A) 4dr	\$124,999	1596cc	4/6DC	FF	125bhp/159Nm	11.5sec	196km/h	15.8km/L 149
Focus Trend 1.6 (A) estate	POA	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	194km/h	16.1km/L 149
Focus Titanium 1.6 (A) 4dr	\$129,999	1596cc	4/6DC	FF	125bhp/159Nm	11.5sec	196km/h	15.8km/L 149
Focus Titanium 1.6 (A) 5dr	\$129,999	1596cc	4/6DC	FF	125bhp/159Nm	11.5sec	194km/h	16.1km/L 149
Focus Titanium 1.6 (A) estate	POA	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	194km/h	16.1km/L 149
Focus ST 2.0 5dr	POA	1999cc	4T/6MT	FF	250bhp/345Nm	6.5sec	248km/h	13.9km/L 169
Mondeo 2.0 (A) 4dr	\$172,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L 187
Mondeo 2.0 (A) 5dr	\$174,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L 187
Kuga Trend 1.5 (A) SUV	\$153,999	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L 171
Kuga Titanium 1.5 (A) SUV	\$168,999	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L 171
S-Max 2.0 (A) MPV	POA	1999cc	4T/6DC	FF	240bhp/340Nm	7.9sec	235km/h	11.6km/L 194
S-Max 2.0 TDCi (A) MPV	POA	1997cc	4TD/6DC	FF	163bhp/340Nm	10.4sec	200km/h	16.7km/L 159
Galaxy 2.0 (A) MPV	POA	1999cc	4T/6DC	FF	203bhp/300Nm	8.8sec	217km/h	12.3km/L 189
Galaxy 2.0 TDCi (A) MPV	POA	1997cc	4TD/6DC	FF	163bhp/340Nm	10.4sec	200km/h	16.7km/L 159

HONDA // Kah Motor Co Sdn Bhd, tel: 6840-6888, www.honda.com.sg

Jazz 1.3 (A) 5dr	\$115,999	1318cc	4/CVT	FF	100bhp/119Nm	12.9sec	175km/h	19.6km/L 121
Jazz RS 1.5 5dr	\$117,999	1498cc	4/6MT	FF	130bhp/155Nm	9.4sec	200km/h	18.9km/L 122
Jazz RS 1.5 (A) 5dr	\$117,999	1498cc	4/CVT	FF	130bhp/155Nm	9.6sec	196km/h	18.9km/L 127
City 1.5 (A) 4dr	\$118,999	1497cc	4/CVT	FF	120bhp/145Nm	11.0sec	192km/h	17.5km/L 135
Civic 1.6 (A) 4dr	\$134,999	1598cc	4/5AT	FF	125bhp/151Nm	12.4sec	197km/h	14.7km/L 162
HR-V 1.5 (A) 5dr	\$135,999	1497cc	4/CVT	FF	120bhp/145Nm	11.8sec	179km/h	15.4km/L 155
Accord 2.0 (A) 4dr	\$170,999	1997cc	4/5AT	FF	155bhp/190Nm	11.9sec	209km/h	13.2km/L 181
Accord 2.4 (A) 4dr	\$192,999	2356cc	4/5AT	FF	175bhp/225Nm	10.5sec	224km/h	12.3km/L 192
Mobilio 1.5 (A) MPV	\$130,999	1497cc	4/CVT	FF	120bhp/145Nm	11.6sec	160km/h	16.1km/L 148
Odyssey EX-S 2.4 (A) MPV	\$185,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L 187
Odyssey EXV-S 2.4 (A) MPV	\$193,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L 187
CR-V RVSi 2.4 (A) SUV	\$178,999	2354cc	4/5AT	FF	190bhp/222Nm	10.8sec	190km/h	11.9km/L 196

HYUNDAI // Komoco Motors Pte Ltd, tel: 6475-8888, www.hyundai.com.sg

Accent 1.4 (A) 4dr	\$101,988	1368cc	4/CVT	FF	100bhp/133Nm	11.8sec	185km/h	17.5km/L 146
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BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
HYUNDAI continued								
Elantra 1.6 (A) 4dr	\$103,988	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L
Elantra Elite 1.6 (A) 4dr	\$113,988	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L
i40 2.0 (A) estate	\$149,988	1998cc	4/6AT	FF	177bhp/213Nm	10.8sec	200km/h	13.9km/L
Sonata VIII 2.0 (A) 4dr	\$140,988	1999cc	4/6AT	FF	157bhp/196Nm	11.1sec	200km/h	12.5km/L
Genesis 3.8 (A) 4dr	POA	3778cc	V6/8AT	FR	315bhp/397Nm	6.5sec	240km/h	8.9km/L
Grand Genesis 3.8 (A) 4dr	\$291,988	3778cc	V6/8AT	FR	315bhp/397Nm	6.5sec	240km/h	8.9km/L
Tucson SP 2.0 (A) SUV	\$142,988	1999cc	4/6AT	FF	152bhp/191Nm	11.5sec	177km/h	11.9km/L
Santa Fe 2.4 (A) SUV	\$176,988	2359cc	4/6AT	F4	192bhp/242Nm	10.9sec	190km/h	11.2km/L
Veloster 1.6 (A) coupe	\$113,699	1591cc	4/6DC	FF	140bhp/167Nm	10.3sec	200km/h	16.1km/L
Veloster Turbo 1.6 (A) coupe	POA	1591cc	4T/6AT	FF	186bhp/265Nm	8.1sec	214km/h	13.0km/L

INFINITI // Wearnes Automotive, tel: 6430-4840, www.infiniti-singapore.com

Q50 Premium 2.0 (A) 4dr	\$205,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L
Q50 Sport 2.0 (A) 4dr	\$223,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L
Q60 3.7 (A) conv	\$316,800	3696cc	V6/7AT	FR	320bhp/360Nm	5.8sec	250km/h	8.8km/L
Q70 Artisan Limited Run 2.5 (A)	POA	2496cc	V6/7AT	FR	219bhp/253Nm	9.2sec	231km/h	10.1km/L
Q70 Premium 3.7 (A) 4dr	\$252,800	3696cc	V6/7AT	FR	320bhp/360Nm	6.2sec	250km/h	9.8km/L
Q70 Hybrid 3.5 (A) 4dr	\$306,800	3498cc	V6H/7AT	FR	360bhp/350Nm	5.5sec	250km/h	14.3km/L
QX70 Premium 3.7 (A) SUV	\$312,800	3696cc	V6/7AT	F4	320bhp/360Nm	6.8sec	233km/h	8.2km/L
QX70 Sport Premium 5.0 (A) SUV	\$386,800	5026cc	V8/7AT	F4	390bhp/500Nm	5.8sec	250km/h	7.6km/L

JAGUAR // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

XF Luxury 2.2D (A) 4dr	POA	2179cc	4TD/8AT	FR	163bhp/400Nm	10.5sec	209km/h	19.2km/L
XF Luxury 2.0 (A) 4dr	\$209,224	1999cc	4T/8AT	FR	240bhp/340Nm	7.9sec	209km/h	11.2km/L
XF Premium Luxury 3.0 (A) 4dr	POA	2995cc	V6S/8AT	FR	340bhp/450Nm	5.9sec	250km/h	10.4km/L
XFR 5.0 (A) 4dr	POA	5000cc	V8S/6AT	FR	510bhp/625Nm	4.9sec	250km/h	8.0km/L
XJ SWB 2.0 (A) 4dr	\$320,000	1999cc	4T/8AT	FR	240bhp/340Nm	7.5sec	241km/h	10.8km/L
XJ SWB 3.0D (A) 4dr	POA	2993cc	V6TD/8AT	FR	275bhp/600Nm	6.4sec	250km/h	15.9km/L
XJ LWB 3.0 (A) 4dr	\$415,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.9sec	250km/h	10.4km/L
XJ LWB Supersport 5.0 (A)	\$560,000	5000cc	V8S/8AT	FR	510bhp/625Nm	4.9sec	250km/h	8.6km/L
F-Type Coupe 3.0 (A)	\$420,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.4km/L
F-Type S Coupe 3.0 (A)	\$460,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L
F-Type R Coupe 3.0 (A)	\$570,000	5000cc	V8S/8AT	FR	550bhp/680Nm	4.2sec	300km/h	9.0km/L
F-Type 3.0 (A) conv	\$440,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.1km/L
F-Type S 3.0 (A) conv	\$480,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L
F-Type V8 S 5.0 (A) conv	\$590,000	5000cc	V8S/8AT	FR	495bhp/625Nm	4.3sec	300km/h	9.0km/L

JEEP // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.jeep.com.sg

Cherokee Limited 2.4 (A) SUV	\$238,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L
Cherokee Trailhawk 2.4 (A) SUV	\$248,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L
Wrangler Sahara 3.6 (A) 3dr	\$238,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.1sec	180km/h	8.8km/L
Wrangler Sahara 3.6 (A) 5dr	\$253,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.9sec	180km/h	8.5km/L
Wrangler Sahara 2.8 (A) 5dr	\$253,000	2776cc	4TD/5AT	F4	200bhp/460Nm	10.7sec	172km/h	11.4km/L
Grand Cherokee Summit 3.6 (A)	\$298,000	3604cc	V6/8AT	F4	286bhp/347Nm	9.1sec	206km/h	11.4km/L
Grand Cherokee Summit 3.0 (A)	POA	2987cc	V6TD/8AT	F4	247bhp/570Nm	8.2sec	202km/h	13.3km/L
Grand Cherokee SRT8 6.4 (A)	\$388,000	6424cc	V8/5AT	F4	477bhp/630Nm	4.8sec	250km/h	6.1km/L

KIA // Cycle & Carriage Kia Pte Ltd, tel: 6427-8888, www.kia.com.sg

Rio 1.4 (A) 5dr	\$108,999	1396cc	4/4AT	FF	107bhp/135Nm	13.2sec	170km/h	17.5km/L
Forte K3 EX 1.6 (A) 4dr	\$108,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L
Forte K3 SX Sport 1.6 (A) 4dr	\$118,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L
Sportage 2.0 EX (A) SUV	\$140,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L
Sportage 2.0 SX (A) SUV	\$147,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L
Sorento 2.4 EX (A) SUV	\$172,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L
Sorento 2.4 SX (A) SUV	\$182,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L
Sorento 2.2D (A) SUV	\$182,999	2199cc	4TD/6AT	F4	200bhp/441Nm	9.6sec	203km/h	14.9km/L
Carens 2.0 (A) MPV	\$132,999	1999cc	4/6AT	FF	166bhp/213Nm	10.8sec	200km/h	12.7km/L
Optima K5 2.0 (A) 4dr	\$135,999	1999cc	4/6AT	FF	165bhp/196Nm	10.6sec	208km/h	13.2km/L
Optima K5 2.4 (A) 4dr	POA	2359cc	4/6AT	FF	180bhp/231Nm	9.5sec	210km/h	11.8km/L

LAMBORGHINI // EuroSports Auto Pte Ltd, tel: 6565-5995, www.lamborghiniisngapore.com

Huracan LP610-4 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	610bhp/560Nm	3.2sec	325km/h	8.0km/L
Aventador LP700-4 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	700bhp/690Nm	2.9sec	350km/h	5.8km/L
Aventador LP750-4 Superveloce 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	750bhp/690Nm	2.8sec	350km/h	6.3km/L
Aventador Roadster LP700-4 6.5 (A)	POA	6498cc	V12/7AM	M4	700bhp/690Nm	3.0sec	350km/h	5.8km/L

LAND ROVER // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

Discovery Sport 2.0 (A) SUV	\$244,999	1999cc	4T/9AT	F4	240bhp/340Nm	8.2sec	200km/h	12.0km/L
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	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
LAND ROVER continued									
Discovery 3.0 (A) SUV	\$313,999	2993cc	V6TD/8AT	F4	256bhp/600Nm	9.3sec	180km/h	11.3km/L	230
Range Rover Evoque 2.0 (A) 5dr	\$240,999	1999cc	4T/9AT	F4	240bhp/340Nm	7.6sec	217km/h	12.8km/L	193
Range Rover Vogue 3.0D (A) SUV	\$530,999	2993cc	V6TD/8AT	F4	258bhp/600Nm	10.3sec	210km/h	13.3km/L	196
Range Rover Vogue 4.4D (A) SUV	POA	4367cc	V8TD/8AT	F4	339bhp/700Nm	6.9sec	218km/h	11.5km/L	229
Range Rover Vogue 5.0 (A) SUV	\$680,999	5000cc	V8S/8AT	F4	510bhp/625Nm	5.4sec	250km/h	7.6km/L	322
Range Rover LWB 5.0 (A) SUV	\$828,999	5000cc	V8S/8AT	F4	510bhp/625Nm	5.8sec	225km/h	7.8km/L	299
Range Rover Sport 3.0D (A) SUV	\$430,999	2993cc	V6TD/8AT	F4	292bhp/600Nm	7.2sec	210km/h	13.3km/L	199
Range Rover Sport 3.0 (A) SUV	\$440,999	2995cc	V6S/8AT	F4	340bhp/450Nm	7.2sec	210km/h	9.3km/L	249
Range Rover Sport 5.0 (A) SUV	\$580,999	5000cc	V8S/6AT	F4	510bhp/625Nm	6.2sec	225km/h	6.7km/L	348

LEXUS // Borneo Motors (S) Pte Ltd, tel: 6631-1388, www.lexus.com.sg

CT200h Executive 1.8 (A) 5dr	\$207,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h	24.4km/L	95
CT200h Luxury 1.8 (A) 5dr	\$227,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h	24.4km/L	95
IS250 Executive 2.5 (A) 4dr	\$232,000	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h	10.9km/L	213
IS250 Luxury 2.5 (A) 4dr	\$248,000	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h	10.9km/L	213
IS300h Executive 2.5 (A) 4dr	\$241,000	2494cc	4H/CVT	FR	223bhp/300Nm	8.5sec	200km/h	20.0km/L	117
ES250 Executive 2.5 (A) 4dr	\$235,000	2494cc	4/6AT	FF	184bhp/235Nm	9.8sec	207km/h	12.5km/L	188
ES300h Executive 2.5 (A) 4dr	\$245,000	2494cc	4H/CVT	FF	205bhp/270Nm	8.5sec	180km/h	18.2km/L	130
GS250 Executive 2.5 (A) 4dr	\$264,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h	11.2km/L	207
GS250 Premium 2.5 (A) 4dr	\$276,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h	11.2km/L	215
GS350 Luxury 3.5 (A) 4dr	\$331,000	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h	9.8km/L	225
GS350 F Sport 3.5 (A) 4dr	\$352,000	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h	9.8km/L	225
GS450h Luxury 3.5 (A) 4dr	\$348,000	3456cc	V6H/CVT	FR	345bhp/352Nm	6.0sec	250km/h	16.4km/L	141
RC350 3.5 (A) coupe	\$325,000	3456cc	V6/8AT	FR	312bhp/378Nm	6.3sec	230km/h	10.4km/L	217
RC F 5.0 (A) coupe	\$450,000	4969cc	V8/8AT	FR	470bhp/530Nm	4.5sec	270km/h	9.1km/L	253
LS460 4.6 (A) 4dr	\$514,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS460 F Sport 4.6 (A) 4dr	\$530,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS460L 4.6 (A) 4dr	\$567,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS600hL 5.0 (A) 5-seat 4dr	\$661,000	4969cc	V8H/CVT	F4	438bhp/520Nm	6.3sec	250km/h	10.7km/L	219
NX200t 2.0 (A) SUV	\$241,000	1998cc	4T/6AT	F4	234bhp/350Nm	7.3sec	200km/h	13.0km/L	178
NX300h Executive 2.5 (A) SUV	\$263,000	2494cc	4H/CVT	F4	197bhp/270Nm	9.2sec	180km/h	19.6km/L	117
RX270 Executive 2.7 (A) SUV	POA	2672cc	4/6AT	FR	185bhp/252Nm	11.0sec	200km/h	10.4km/L	226
RX350 Executive 3.5 (A) SUV	POA	3456cc	V6/6AT	F4	277bhp/346Nm	8.0sec	200km/h	9.3km/L	250
RX450h Executive 3.5 (A) SUV	\$361,000	3456cc	V6H/CVT	F4	299bhp/334Nm	7.8sec	200km/h	15.9km/L	145

LOTUS // Richburg Motors (S) Pte Ltd, tel: 6283-7076

Elise Club Racer 1.6 conv	\$235,668	1598cc	4/GMT	MR	136bhp/160Nm	6.5sec	204km/h	15.9km/L	149
Exige S 3.5 coupe	\$405,668	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	274km/h	9.9km/L	235
Exige S Automatic 3.5 (A)	POA	3456cc	V6S/6AT	MR	345bhp/400Nm	3.9sec	261km/h	10.4km/L	222
Exige S Roadster 3.5	POA	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	233km/h	9.9km/L	236
Evora 3.5 coupe	\$371,668	3456cc	V6/GMT	MR	276bhp/350Nm	5.0sec	262km/h	10.8km/L	217
Evora 3.5 (A) coupe	\$388,668	3456cc	V6/6AT	MR	276bhp/350Nm	5.3sec	250km/h	11.4km/L	210
Evora S 3.5 coupe	\$427,668	3456cc	V6S/GMT	MR	345bhp/400Nm	4.6sec	286km/h	10.1km/L	229
Evora S 3.5 (A) coupe	\$443,668	3456cc	V6S/6AT	MR	345bhp/400Nm	4.7sec	269km/h	10.3km/L	224

MASERATI // Hong Seh Motors Pte Ltd, tel: 6266-1555, www.hongseh.com

GranTurismo 4.2 (A) coupe	POA	4244cc	V8/6AT	FR	405bhp/460Nm	5.2sec	285km/h	6.8km/L	345
GranTurismo Sport 4.7 (A) coupe	POA	4691cc	V8/6AT	FR	460bhp/520Nm	4.8sec	298km/h	7.0km/L	354
GranTurismo MC Stradale 4.7 (A)	POA	4691cc	V8/6AT	FR	450bhp/510Nm	4.6sec	301km/h	6.9km/L	337
GranCabrio Sport 4.7 (A)	POA	4691cc	V8/6AT	FR	450bhp/510Nm	5.2sec	285km/h	6.9km/L	354
Ghibli 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	330bhp/450Nm	5.6sec	263km/h	9.6km/L	223
Ghibli S 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	410bhp/550Nm	5.0sec	285km/h	9.6km/L	242
Quattroporte 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	410bhp/550Nm	5.1sec	285km/h	9.5km/L	244
Quattroporte 3.8 (A) 4dr	POA	3798cc	V8T/8AT	FR	530bhp/650Nm	4.7sec	307km/h	8.4km/L	278

MAZDA // Trans Eurokars - Mazda, tel: 6603-6118, www.mazda.com.sg

2.1.5 (A) 5dr	\$106,888	1496cc	4/6AT	FF	115bhp/148Nm	10.0sec	184km/h	19.6km/L	119
3.1.5 (A) 4dr	\$114,888	1496cc	4/6AT	FF	120bhp/150Nm	11.6sec	185km/h	17.5km/L	135
3.1.5 (A) 5dr	\$119,888	1496cc	4/6AT	FF	120bhp/150Nm	11.7sec	180km/h	17.5km/L	135
3.2.0 (A) 4dr	\$134,888	1998cc	4/6AT	FF	165bhp/210Nm	8.9sec	208km/h	17.2km/L	139
3.2.0 (A) 5dr	\$139,888	1998cc	4/6AT	FF	165bhp/210Nm	9.0sec	202km/h	16.9km/L	140
5.2.0 (A) MPV	\$138,888	1999cc	4/5AT	FF	151bhp/190Nm	11.4sec	194km/h	15.2km/L	198
Bianche 2.0 (A) MPV	\$156,888	1998cc	4/6AT	FF	151bhp/190Nm	12.7sec	176km/h	13.5km/L	174
6.2.0 (A) 4dr	\$143,888	1998cc	4/6AT	FF	165bhp/210Nm	10.1sec	209km/h	16.9km/L	138
6.2.5 (A) 4dr	\$162,888	2488cc	4/6AT	FF	192bhp/256Nm	7.8sec	223km/h	15.9km/L	153
6.2.5 (A) estate	\$169,888	2488cc	4/6AT	FF	187bhp/250Nm	8.2sec	218km/h	15.2km/L	155
8.2.3 (A) MPV	\$164,888	2261cc	4/5AT	FF	163bhp/205Nm	13.3sec	170km/h	10.3km/L	222
CX-5 2.0 (A) SUV	\$151,888	1997cc	4/6AT	FF	155bhp/200Nm	9.5sec	187km/h	14.5km/L	160
CX-5 Luxury 2.5 (A) SUV	\$165,888	2488cc	4/6AT	FF	188bhp/250Nm	9.2sec	198km/h	14.5km/L	155

BUY GUIDE

MAZDA continued

CX-5 2.2 (A) SUV	\$186,888	2192cc	4TD/6AT	F4	175bhp/420Nm	9.4sec	204km/h	16.9km/L	155
CX-9 3.7 (A) SUV	\$195,888	3726cc	V6/6AT	FF	277bhp/367Nm	9.9sec	181km/h	9.1km/L	257
MX-5 Roadster Coupe 2.0 (A)	POA	1999cc	4/6AT	FR	160bhp/188Nm	9.2sec	194km/h	11.1km/L	191

MCLAREN // McLaren Singapore, tel: 6251-6888, www.singapore.mclaren.com

12C 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	330km/h	8.5km/L	279
12C Spider 3.8 (A) conv	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	328km/h	8.5km/L	279
650S 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	333km/h	8.5km/L	275
650S Spider 3.8 (A) conv	POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	329km/h	8.5km/L	275

MERCEDES-BENZ // Cycle & Carriage Industries Pte Ltd, tel: 6298-1818, www.mercedes-benz.com.sg

A180 Style 1.6 (A) 5dr	\$150,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.1sec	202km/h	17.8km/L	131
A180 Urban 1.6 (A) 5dr	\$159,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.1sec	202km/h	17.5km/L	133
A200 Style 1.6 (A) 5dr	\$166,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.5km/L	134
A200 Urban 1.6 (A) 5dr	\$180,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.2km/L	136
A220 CDI 2.1 (A) 5dr	POA	2143cc	4TD/7DC	FF	170bhp/350Nm	8.2sec	220km/h	23.8km/L	109
A250 Sport 2.0 (A) 5dr	\$197,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.6sec	240km/h	15.6km/L	148
A45 AMG 2.0 (A) 5dr	\$294,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.4km/L	165
B180 Style 1.6 (A) 5dr	\$163,888	1595cc	4T/7DC	FF	122bhp/200Nm	10.2sec	190km/h	17.2km/L	135
B180 Urban 1.6 (A) 5dr	\$170,888	1595cc	4T/7DC	FF	122bhp/200Nm	10.2sec	190km/h	16.9km/L	137
B200 Style 1.6 (A) 5dr	\$179,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.4sec	220km/h	16.1km/L	138
CLA180 1.6 (A) 4dr	\$180,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.2sec	210km/h	17.2km/L	135
CLA200 CGI 1.6 (A) 4dr	\$195,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.5sec	230km/h	18.2km/L	129
CLA220 CDI 2.1 (A) 4dr	POA	2143cc	4TD/7DC	FF	170bhp/350Nm	8.2sec	230km/h	22.2km/L	117
CLA250 CGI 2.0 (A) 4dr	\$210,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.7sec	240km/h	17.2km/L	137
CLA45 AMG 2.0 (A) 4dr	\$306,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.1km/L	165
GLA200 1.6 (A) SUV	\$202,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.8sec	215km/h	16.9km/L	138
GLA200 CDI 2.1 (A) SUV	\$199,888	2143cc	4TD/7DC	FF	136bhp/300Nm	9.9sec	205km/h	22.2km/L	119
GLA250 4Matic 2.0 (A) SUV	\$211,888	1991cc	4T/7DC	F4	211bhp/350Nm	7.1sec	230km/h	15.2km/L	154
GLA45 AMG 2.0 (A) SUV	\$294,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.8sec	250km/h	13.3km/L	175
C180 1.6 (A) 4dr	\$199,888	1595cc	4T/7AT	FR	156bhp/250Nm	8.5sec	223km/h	18.2km/L	127
C200 2.0 (A) 4dr	\$224,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.3sec	235km/h	17.2km/L	134
C250 2.0 (A) 4dr	\$245,888	1991cc	4T/7AT	FR	211bhp/350Nm	6.6sec	250km/h	16.9km/L	136
C250 Coupe 1.8 (A)	POA	1796cc	4T/7AT	FR	204bhp/310Nm	7.2sec	240km/h	15.4km/L	152
C350 Coupe 3.5 (A)	POA	3498cc	V6/7AT	FR	306bhp/370Nm	6.0sec	250km/h	14.7km/L	159
C63 AMG Coupe 6.2 (A)	POA	6208cc	V8/7AT	FR	457bhp/600Nm	4.4sec	250km/h	8.3km/L	280
E200 2.0 (A) 4dr	\$260,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.9sec	233km/h	15.9km/L	146
E250 2.0 (A) 4dr	\$271,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.4sec	243km/h	15.9km/L	146
E300 BlueTEC Hybrid 2.1 (A) 4dr	\$299,888	2143cc	4TDH/7AT	FR	204bhp/500Nm	7.5sec	242km/h	23.8km/L	110
E350 BlueTEC 3.0 (A) 4dr	\$314,888	2987cc	V6TD/7AT	FR	252bhp/620Nm	6.6sec	250km/h	16.7km/L	157
E400 3.0 (A) 4dr	\$316,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.3km/L	175
E250 2.0 (A) estate	\$269,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.8sec	233km/h	15.2km/L	153
E400 3.5 (A) estate	\$320,888	2996cc	V6T/7AT	FR	333bhp/480Nm	7.5sec	250km/h	12.7km/L	184
E200 Coupe 2.0 (A)	\$275,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.8sec	240km/h	16.1km/L	146
E250 Coupe 2.0 (A)	\$286,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.1sec	250km/h	15.4km/L	152
E200 Cabriolet 2.0 (A)	\$285,888	1991cc	4T/7AT	FR	184bhp/300Nm	8.2sec	235km/h	15.2km/L	154
E250 Cabriolet 2.0 (A)	\$301,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.5sec	245km/h	14.7km/L	158
S350L BlueTEC 3.0 (A) 4dr	\$445,888	2987cc	V6TD/7AT	FR	258bhp/620Nm	6.8sec	250km/h	17.9km/L	148
S400L 3.0 (A) 4dr	\$462,888	2996cc	V6T/7AT	FR	333bhp/480Nm	6.4sec	250km/h	12.3km/L	188
S400L Hybrid 3.5 (A) 4dr	\$482,888	3498cc	V6H/7AT	FR	306bhp/370Nm	6.8sec	250km/h	15.2km/L	153
S500L 4.7 (A) 4dr	\$591,888	4663cc	V8T/7AT	FR	455bhp/700Nm	4.8sec	250km/h	11.6km/L	199
CLS400 3.0 (A) 4dr	\$371,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.0km/L	179
CLS400 Shooting Brake 3.0 (A)	\$381,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.4sec	250km/h	12.5km/L	186
ML250 BlueTEC 2.1 (A) SUV	\$309,888	2143cc	4TD/7AT	F4	204bhp/500Nm	9.0sec	210km/h	16.6km/L	165
ML400 4Matic 3.0 (A) SUV	\$357,888	2996cc	V6T/7AT	F4	333bhp/480Nm	6.1sec	250km/h	10.9km/L	212
ML63 AMG 5.5 (A) SUV	\$527,888	5461cc	V8T/7AT	F4	525bhp/700Nm	4.8sec	250km/h	8.5km/L	276
G350 BlueTEC 3.0 (A) SUV	\$445,888	2987cc	V6TD/7AT	F4	211bhp/540Nm	9.1sec	175km/h	8.9km/L	295
G63 AMG 5.5 (A) SUV	\$689,888	5461cc	V8T/7AT	F4	544bhp/760Nm	5.4sec	210km/h	7.2km/L	322
GL350 BlueTEC 3.0 (A) SUV	\$431,888	2987cc	V6TD/7AT	F4	258bhp/620Nm	7.9sec	220km/h	12.5km/L	209
GL63 AMG 5.5 (A) SUV	\$661,888	5461cc	V8T/7AT	F4	557bhp/760Nm	4.9sec	250km/h	8.1km/L	288
SLK200 1.8 (A) conv	\$273,888	1796cc	4T/7AT	FR	184bhp/270Nm	7.0sec	237km/h	15.4km/L	159
SLK250 1.8 (A) conv	\$298,888	1796cc	4T/7AT	FR	204bhp/310Nm	6.6sec	243km/h	15.2km/L	161
SLK350 3.5 (A) conv	POA	3498cc	V6/7AT	FR	306bhp/370Nm	5.6sec	250km/h	14.1km/L	167
SLK55 AMG 5.5 (A) conv	POA	5461cc	V8/7AT	FR	421bhp/540Nm	4.6sec	250km/h	11.9km/L	195
SL400 3.0 (A) conv	\$474,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.2sec	250km/h	13.0km/L	179
SL500 4.7 (A) conv	\$602,888	4663cc	V8T/7AT	FR	435bhp/700Nm	4.6sec	250km/h	11.0km/L	212
SL63 AMG 5.5 (A) conv	\$812,888	5461cc	V8T/7AT	FR	525bhp/630Nm	4.6sec	250km/h	7.2km/L	231
SL65 AMG 6.0 (A) conv	\$987,888	5980cc	V12T/7AT	FR	630bhp/1000Nm	4.0sec	250km/h	8.6km/L	270
AMG GT 4.0 (A) coupe	POA	3982cc	V8T/7DC	FR	462bhp/600Nm	4.0sec	304km/h	10.8km/L	216
AMG GT S 4.0 (A) coupe	POA	3982cc	V8T/7DC	FR	510bhp/650Nm	3.8sec	310km/h	10.4km/L	224

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
MINI // Eurokars Habitat Pte Ltd, tel: 6473-3777, www.mini.com.sg								
One 1.2 (A) 3dr	\$127,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.2sec	195km/h 20.0km/L	112
One 5-Door 1.2 (A)	\$130,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.5sec	192km/h 19.6km/L	119
Cooper D 1.5 (A) 3dr	\$145,300	1496cc	3TD/6AT	FF	116bhp/270Nm	9.2sec	200km/h 25.6km/L	103
Cooper 1.5 (A) 3dr	\$153,300	1499cc	3T/6AT	FF	136bhp/220Nm	7.8sec	210km/h 20.4km/L	115
Cooper 5-Door 1.5 (A)	\$156,300	1499cc	3T/6AT	FF	136bhp/220Nm	8.1sec	207km/h 20.0km/L	116
Cooper S 2.0 (A) 3dr	\$178,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.7sec	233km/h 18.2km/L	127
Cooper S 5-Door 2.0 (A)	\$181,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.8sec	230km/h 18.2km/L	129
John Cooper Works 2.0 (A) 3dr	\$205,300	1998cc	4T/6AT	FF	231bhp/320Nm	6.1sec	246km/h 17.2km/L	134
John Cooper Works Clubman 1.6 (A)	POA	1598cc	4T/6AT	FF	211bhp/260Nm	7.0sec	236km/h 13.9km/L	167
Cooper Clubman 1.6 (A) 5dr	POA	1598cc	4/6AT	FF	120bhp/160Nm	10.9sec	201km/h 15.2km/L	152
Cooper Countryman 1.6 (A) 5dr	\$170,300	1598cc	4/6AT	FF	120bhp/155Nm	11.6sec	182km/h 13.2km/L	177
Cooper S Countryman 1.6 (A) 5dr	\$206,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.9sec	210km/h 13.3km/L	175
John Cooper Works Countryman 1.6 (A)	POA	1598cc	4T/6AT	F4	218bhp/280Nm	7.0sec	225km/h 13.5km/L	184
Cooper Paceman 1.6 (A) 3dr	\$170,300	1598cc	4/6AT	FF	122bhp/160Nm	11.5sec	184km/h 13.2km/L	177
Cooper S Paceman 1.6 (A) 3dr	\$206,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.8sec	212km/h 13.3km/L	175
Cooper Cabriolet 1.6 (A)	\$166,300	1598cc	4/6AT	FF	120bhp/160Nm	11.1sec	191km/h 14.5km/L	154
Cooper S Cabriolet 1.6 (A)	\$201,300	1598cc	4T/6AT	FF	184bhp/260Nm	7.6sec	220km/h 14.7km/L	153

MITSUBISHI // Cycle & Carriage Automotive Pte Ltd, tel: 6473-9722, www.mitsubishicars.com.sg								
Attrage 1.2 (A) 4dr	\$99,999	1193cc	4/CVT	FF	78bhp/100Nm	14.0sec	170km/h 20.8km/L	113
Lancer EX 1.6 (A) 4dr	\$109,999	1590cc	4/4AT	FF	117bhp/154Nm	13.6sec	180km/h 13.7km/L	171
ASX 2.0 (A) SUV	\$136,999	1998cc	4/CVT	FF	150bhp/197Nm	11.3sec	193km/h 13.5km/L	176
Outlander 2.4 (A) SUV	\$150,999	2360cc	4/CVT	F4	165bhp/222Nm	11.2sec	195km/h 12.9km/L	186
Outlander PHEV 2.0 (A) SUV	POA	1998cc	4H/CVT	F4	121bhp/190Nm	11.0sec	170km/h 52.6km/L	44

NISSAN // Tan Chong Motor Sales Pte Ltd, tel: 6466-7711, www.nissan.com.sg								
March 1.2 5dr	POA	1198cc	3/5MT	FF	79bhp/106Nm	13.7sec	170km/h 16.9km/L	115
Note 1.2 (A) 5dr	\$99,800	1198cc	3/CVT	FF	79bhp/106Nm	16.2sec	155km/h 18.5km/L	127
Note 1.2 DIG-S (A) 5dr	\$102,800	1198cc	3S/CVT	FF	98bhp/142Nm	12.0sec	167km/h 19.6km/L	121
Almera 1.5 4dr	\$99,800	1498cc	4/5MT	FF	99bhp/134Nm	13.0sec	170km/h 14.1km/L	149
Almera Premium 1.5 (A) 4dr	\$105,800	1498cc	4/4AT	FF	99bhp/134Nm	13.3sec	175km/h 14.5km/L	159
Sylphy Signature 1.6 (A) 4dr	\$115,800	1598cc	4/CVT	FF	116bhp/154Nm	11.7sec	180km/h 16.1km/L	149
Sylphy Signature 1.8 (A) 4dr	\$134,800	1798cc	4/CVT	FF	131bhp/174Nm	11.4sec	186km/h 14.9km/L	160
Sylphy SSS 1.6 (A) 4dr	\$144,800	1618cc	4T/CVT	FF	190bhp/240Nm	8.4sec	205km/h 12.8km/L	181
Teana 2.0 (A) 4dr	\$144,800	1997cc	4/CVT	FF	136bhp/190Nm	12.1sec	190km/h 13.5km/L	177
Teana 2.5 (A) 4dr	\$152,800	2488cc	4/CVT	FF	173bhp/234Nm	10.1sec	210km/h 13.3km/L	180
Teana 3.5 (A) 4dr	\$195,800	3498cc	V6/CVT	FF	249bhp/312Nm	7.9sec	210km/h 10.8km/L	223
Elgrand Highway Star 2.5 (A) MPV	\$182,800	2488cc	4/CVT	FF	170bhp/245Nm	12.6sec	180km/h 10.7km/L	232
Juke 1.6 (A) SUV	\$122,800	1598cc	4/CVT	FF	117bhp/158Nm	11.5sec	170km/h 15.3km/L	155
Juke 1.6 Turbo (A) SUV	POA	1618cc	4T/CVT	FF	190bhp/240Nm	7.8sec	200km/h 12.3km/L	193
Qashqai 1.2 (A) SUV	\$124,800	1197cc	4T/CVT	FF	115bhp/165Nm	12.9sec	173km/h 17.9km/L	129
Qashqai 2.0 (A) SUV	\$142,800	1997cc	4/CVT	FF	144bhp/200Nm	10.1sec	184km/h 14.5km/L	159
X-Trail 2.0 (A) SUV	\$148,800	1997cc	4/CVT	F4	144bhp/200Nm	12.1sec	180km/h 13.3km/L	178
Murano 2.5 (A) SUV	POA	2488cc	4/CVT	FF	170bhp/245Nm	11.0sec	180km/h 10.9km/L	211
GT-R 3.8 (A) coupe	\$497,800	3799cc	V6T/6DC	F4	542bhp/632Nm	2.7sec	315km/h 8.7km/L	275

OPEL // Auto Germany Pte Ltd, tel: 6922-3288, www.opel.com.sg								
Corsa 1.4 (A) 5dr	\$118,800	1398cc	4/6AT	FF	90bhp/130Nm	13.9sec	170km/h 16.9km/L	139
Astra 1.4 Turbo (A) 5dr	\$146,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.2sec	200km/h 14.9km/L	157
Astra GTC 1.4 (A) coupe	\$156,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.3sec	200km/h 14.7km/L	139
Astra OPC 2.0 coupe	POA	1998cc	4T/6MT	FF	280bhp/400Nm	6.0sec	250km/h 12.3km/L	189
Meriva 1.4 (A) 5dr	\$134,800	1364cc	4T/6AT	FF	140bhp/200Nm	11.1sec	193km/h 13.9km/L	169
Zafira Tourer 1.4 (A) MPV	\$169,800	1362cc	4T/6AT	FF	140bhp/200Nm	10.9sec	197km/h 13.9km/L	169
Insignia 1.6 (A) 4dr	\$174,800	1598cc	4T/6AT	FF	170bhp/260Nm	9.9sec	210km/h 15.2km/L	155

PAGANI // EuroSports Auto Pte Ltd, tel: 6565-5995								
Huayra 6.0 (A) coupe	POA	5980cc	V12T/7AM	MR	700bhp/1000Nm	3.3sec	370km/h 6.7km/L	463

PERODUA // Perocom Auto Pte Ltd, tel: 6880-8101, www.perodua.com.sg								
Kenari EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	55bhp/88Nm	20.5sec	140km/h not avail.	notavail.
Viva EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	61bhp/90Nm	15.4sec	145km/h 15.2km/L	notavail.
Myvi EZi 1.3 (A) 5dr	POA	1298cc	4/4AT	FF	87bhp/120Nm	13.0sec	164km/h 15.6km/L	notavail.

PEUGEOT // AutoFrance, tel: 6376-2288, www.peugeot.com.sg								
308 Active 1.2 (A) 5dr	\$125,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.2sec	200km/h 19.6km/L	117
308 Allure 1.2 (A) 5dr	\$134,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h 19.2km/L	119
308 SW Allure 1.2 (A) estate	\$138,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h 19.2km/L	119
3008 Active e-HDi 1.6 (A) MPV	\$135,900	1560cc	4TD/6AM	FF	112bhp/270Nm	12.6sec	183km/h 22.2km/L	117

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
PEUGEOT continued								
5008 e-HDi 1.6 (A) MPV	\$142,900	1560cc	4TD/6AM	FF	112bhp/270Nm	13.2sec	183km/h	127
RCZ 1.6 (A) coupe	POA	1598cc	4T/6AT	FF	156bhp/240Nm	8.4sec	213km/h	168

PORSCHE // Stuttgart Auto Pte Ltd, tel: 6363-0911, www.porsche.com.sg

911 Carrera 3.4 (A) coupe	\$520,488	3436cc	F6/7DC	RR	350bhp/390Nm	4.6sec	287km/h	12.2km/L	194
911 Carrera S 3.8 (A) coupe	\$589,488	3800cc	F6/7DC	RR	400bhp/440Nm	4.3sec	302km/h	11.5km/L	205
911 Carrera GTS 3.8 (A) coupe	\$640,188	3800cc	F6/7DC	RR	430bhp/440Nm	4.0sec	304km/h	11.5km/L	202
911 Carrera 4 3.4 (A) coupe	\$554,988	3436cc	F6/7DC	R4	350bhp/390Nm	4.7sec	283km/h	11.6km/L	203
911 Carrera 4S 3.8 (A) coupe	\$623,288	3800cc	F6/7DC	R4	400bhp/440Nm	4.3sec	297km/h	11.0km/L	215
911 Carrera 4 GTS 3.8 (A) coupe	\$673,988	3800cc	F6/7DC	R4	430bhp/440Nm	4.0sec	302km/h	11.0km/L	212
911 Carrera Cabriolet 3.4 (A)	\$582,788	3436cc	F6/7DC	RR	350bhp/390Nm	4.8sec	284km/h	11.9km/L	198
911 Carrera S Cabriolet 3.8 (A)	\$652,588	3800cc	F6/7DC	RR	400bhp/440Nm	4.5sec	299km/h	11.2km/L	210
911 Carrera GTS Cabriolet 3.8 (A)	\$703,488	3800cc	F6/7DC	RR	430bhp/440Nm	4.2sec	302km/h	11.2km/L	207
911 Carrera 4 Cabriolet 3.4 (A)	\$622,288	3436cc	F6/7DC	R4	350bhp/390Nm	4.9sec	280km/h	11.5km/L	205
911 Carrera 4S Cabriolet 3.8 (A)	\$684,588	3800cc	F6/7DC	R4	400bhp/440Nm	4.5sec	294km/h	10.9km/L	217
911 Carrera 4 GTS Cabriolet 3.8 (A)	\$735,288	3800cc	F6/7DC	R4	430bhp/440Nm	4.2sec	301km/h	10.9km/L	214
911 Targa 4 3.4 (A) conv	\$626,288	3436cc	F6/7DC	R4	350bhp/390Nm	5.0sec	280km/h	11.5km/L	204
911 Targa 4S 3.8 (A) conv	\$688,588	3800cc	F6/7DC	R4	400bhp/440Nm	4.6sec	294km/h	10.9km/L	214
911 Targa 4 GTS 3.8 (A) conv	\$735,288	3800cc	F6/7DC	R4	430bhp/440Nm	4.3sec	301km/h	10.9km/L	214
911 GT3 3.8 (A) coupe	\$708,688	3799cc	F6/7DC	RR	475bhp/440Nm	3.5sec	315km/h	8.1km/L	289
911 GT3 RS 4.0 (A) coupe	\$872,888	3996cc	F6/7DC	RR	500bhp/460Nm	3.3sec	310km/h	7.9km/L	296
911 Turbo 3.8 (A) coupe	\$801,288	3800cc	F6T/7DC	R4	520bhp/660Nm	3.4sec	315km/h	10.3km/L	227
911 Turbo S 3.8 (A) coupe	\$934,388	3800cc	F6T/7DC	R4	560bhp/700Nm	3.1sec	318km/h	10.3km/L	227
911 Turbo Cabriolet 3.8 (A)	\$875,988	3800cc	F6T/7DC	R4	520bhp/660Nm	3.5sec	315km/h	10.1km/L	231
911 Turbo S Cabriolet 3.8 (A)	\$1,011,688	3800cc	F6T/7DC	R4	560bhp/700Nm	3.2sec	318km/h	10.1km/L	231
Cayman 2.7 (A) coupe	\$328,988	2706cc	F6/7DC	MR	275bhp/290Nm	5.6sec	264km/h	12.7km/L	180
Cayman S 3.4 (A) coupe	\$391,788	3436cc	F6/7DC	MR	325bhp/370Nm	4.9sec	281km/h	12.2km/L	188
Cayman GTS 3.4 (A) coupe	\$436,688	3436cc	F6/7DC	MR	340bhp/380Nm	4.8sec	283km/h	12.2km/L	190
Cayman GT4 3.8 coupe	\$507,688	3800cc	F6/6MT	MR	385bhp/420Nm	4.4sec	295km/h	9.7km/L	238
Boxster 2.7 (A) conv	\$322,088	2706cc	F6/7DC	MR	265bhp/280Nm	5.7sec	262km/h	12.7km/L	180
Boxster S 3.4 (A) conv	\$377,888	3436cc	F6/7DC	MR	315bhp/360Nm	5.0sec	277km/h	12.2km/L	188
Boxster GTS 3.4 (A) conv	\$417,788	3436cc	F6/7DC	MR	330bhp/370Nm	4.9sec	279km/h	12.2km/L	190
Boxster Spyder 3.8 conv	POA	3800cc	F6/6MT	MR	375bhp/420Nm	4.5sec	290km/h	10.1km/L	230
Macan 2.0 (A) SUV	\$303,788	1984cc	4T/7DC	F4	237bhp/350Nm	6.9sec	223km/h	13.3km/L	175
Macan S 3.0 (A) SUV	\$352,488	2997cc	V6T/7DC	F4	340bhp/460Nm	5.4sec	254km/h	11.1km/L	212
Macan S Diesel 3.0 (A) SUV	\$336,788	2967cc	V6TD/7DC	F4	258bhp/580Nm	6.3sec	230km/h	15.9km/L	164
Macan Turbo 3.6 (A) SUV	\$454,888	3604cc	V6T/7DC	F4	400bhp/550Nm	4.8sec	266km/h	10.9km/L	216
Cayenne 3.6 (A) SUV	\$372,788	3598cc	V6/8AT	F4	300bhp/400Nm	7.8sec	230km/h	10.1km/L	236
Cayenne Diesel 3.0 (A) SUV	\$379,088	2967cc	V6TD/8AT	F4	262bhp/580Nm	7.3sec	221km/h	14.7km/L	179
Cayenne S Diesel 4.1 (A) SUV	\$483,688	4134cc	V8TD/8AT	F4	385bhp/850Nm	5.4sec	252km/h	12.5km/L	209
Cayenne S 3.6 (A) SUV	\$473,288	3604cc	V6T/8AT	F4	420bhp/550Nm	5.5sec	259km/h	10.2km/L	229
Cayenne S E-Hybrid 3.0 (A) SUV	\$473,688	2995cc	V6H/8AT	F4	416bhp/590Nm	5.9sec	243km/h	29.4km/L	79
Cayenne GTS 3.6 (A) SUV	\$561,888	3604cc	V6T/8AT	F4	440bhp/600Nm	5.2sec	262km/h	10.0km/L	234
Cayenne Turbo 4.8 (A) SUV	\$663,988	4806cc	V8T/8AT	F4	520bhp/750Nm	4.5sec	279km/h	8.7km/L	267
Cayenne Turbo S 4.8 (A) SUV	\$823,788	4806cc	V8T/8AT	F4	570bhp/800Nm	4.1sec	284km/h	8.7km/L	267
Panamera 3.6 (A) 5dr	\$440,388	3605cc	V6/7DC	FR	310bhp/400Nm	6.3sec	259km/h	11.9km/L	196
Panamera 4 3.6 (A) 5dr	\$470,088	3605cc	V6/7DC	F4	310bhp/400Nm	6.1sec	257km/h	11.5km/L	203
Panamera Diesel 3.0 (A) 5dr	\$438,888	2967cc	V6TD/8AT	FR	300bhp/650Nm	6.0sec	259km/h	15.6km/L	169
Panamera S E-Hybrid 3.0 (A) 5dr	\$574,288	2995cc	V6H/8AT	FR	416bhp/590Nm	5.5sec	270km/h	32.2km/L	71
Panamera S 3.0 (A) 5dr	\$586,188	2997cc	V6T/7DC	FR	420bhp/520Nm	5.1sec	287km/h	11.5km/L	204
Panamera 4S 3.0 (A) 5dr	\$606,688	2997cc	V6T/7DC	F4	420bhp/520Nm	4.8sec	286km/h	11.2km/L	208
Panamera GTS 4.8 (A) 5dr	\$698,588	4806cc	V8/7DC	F4	440bhp/520Nm	4.4sec	288km/h	9.3km/L	249
Panamera Turbo 4.8 (A) 5dr	\$775,388	4806cc	V8T/7DC	F4	520bhp/700Nm	4.1sec	305km/h	9.8km/L	265
Panamera Turbo S 4.8 (A) 5dr	\$945,288	4806cc	V8T/7DC	F4	550bhp/750Nm	3.8sec	306km/h	8.7km/L	239

PROTON // Proton Singapore Pte Ltd, tel: 6472-5885, www.proton.com.sg

Saga 1.3 4dr	POA	1332cc	4/5MT	FF	94bhp/120Nm	13.0sec	160km/h	13.7km/L	145
Preve 1.6 4dr	POA	1597cc	4/5MT	FF	107bhp/150Nm	12.0sec	180km/h	12.7km/L	187
Preve 1.6 CFE (A) 4dr	POA	1597cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.2km/L	205
Exora Bold CPS 1.6 (A) MPV	POA	1597cc	4/4AT	FF	125bhp/150Nm	15.5sec	165km/h	11.4km/L	209
Exora Bold CFE 1.6 (A) MPV	POA	1561cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.6km/L	205

RENAULT // Wearnes Automotive Pte Ltd, tel: 6471-3313, www.renault.com.sg

Captur 1.2 (A) 5dr	\$128,999	1197cc	4T/6DC	FF	120bhp/190Nm	10.9sec	192km/h	18.5km/L	125
Captur 1.5 (A) 5dr	\$128,999	1461cc	4TD/6DC	FF	88bhp/220Nm	13.5sec	170km/h	25.6km/L	103
Clio RS Sport 1.6 (A) 5dr	\$159,999	1618cc	4T/6DC	FF	200bhp/240Nm	6.8sec	230km/h	15.9km/L	144
Megane GT-Line 1.5 (A) 5dr	\$128,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.7sec	190km/h	23.8km/L	110
Megane RS265 2.0 3dr	POA	1998cc	4T/6MT	FF	265bhp/360Nm	6.0sec	255km/h	12.2km/L	190
Fluence 1.5 (A) 4dr	\$126,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.9sec	185km/h	22.7km/L	114
Grand Scenic 1.5 (A) MPV	\$147,999	1461cc	4TD/6DC	FF	110bhp/240Nm	14.3sec	180km/h	21.3km/L	124

RENAULT continued

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
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Grand Scenic 2.0 (A) MPV

\$172,999

1997cc

4/CVT

FF

140bhp/195Nm

11.4sec

190km/h

12.2km/L

186

ROLLS-ROYCE // Rolls-Royce Motor Cars Singapore, tel: 6479-4333, www.rolls-roycemotorcars-singapore.com

Ghost SII 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.9sec	250km/h	7.1km/L	327
Ghost SII EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.8sec	250km/h	7.1km/L	329
Ghost V 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	4.9sec	250km/h	7.1km/L	327
Ghost V EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	5.0sec	250km/h	7.1km/L	329
Wraith 6.6 (A) coupe	POA	6592cc	V12T/8AT	FR	624bhp/800Nm	4.6sec	250km/h	7.1km/L	327
Phantom SII 6.7 (A) 4dr	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.9km/L	347
Phantom Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.8sec	250km/h	7.0km/L	347
Phantom Drophead Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.8km/L	347

RUF // Specialised Automobiles Pte Ltd, tel: 6479-9911

3800S 3.8 (A) conv	POA	3800cc	F6/7DC	MR	420bhp/450Nm	4.1sec	300km/h	11.5km/L	205
Rt 35 3.8 (A) coupe	POA	3800cc	F6T/7DC	RR	630bhp/825Nm	3.1sec	338km/h	9.1km/L	253
CTR3 3.8 (A) coupe	POA	3800cc	F6T/7DC	MR	777bhp/980Nm	3.2sec	380km/h	7.4km/L	311

SSANGYONG // Motorway SsangYong Pte Ltd, tel: 6463-2200, www.ssangyong.com.sg

Korando 2.0 (A) SUV	POA	1998cc	4/6AT	FF	149bhp/197Nm	14.6sec	165km/h	12.7km/L	185
Korando 2.0D (A) SUV	POA	1998cc	4TD/6AT	FF	175bhp/360Nm	10.8sec	186km/h	13.7km/L	194
Rexton 2.0 (A) SUV	\$167,888	1998cc	4TD/5AT	FF	155bhp/360Nm	13.2sec	175km/h	12.8km/L	206
Stavic 2.0 (A) MPV	\$153,888	1998cc	4TD/5AT	FF	155bhp/360Nm	not avail.	181km/h	12.8km/L	205

SUBARU // Motor Image Enterprises Pte Ltd, tel: 6417-0300, www.subaru.com.sg

Impreza 1.6i-S (A) 4dr	\$115,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L	164
Impreza 1.6i-S (A) 5dr	\$118,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L	164
WRX 2.0 4dr	\$151,800	1998cc	F4T/6MT	F4	268bhp/350Nm	6.0sec	215km/h	10.9km/L	213
WRX 2.0 (A) 4dr	\$172,800	1998cc	F4T/CVT	F4	268bhp/350Nm	6.3sec	240km/h	11.6km/L	199
WRX STI 2.5 4dr	\$174,800	2457cc	F4T/6MT	F4	305bhp/407Nm	5.2sec	255km/h	9.6km/L	242
Forester 2.0i (A) SUV	\$132,800	1995cc	F4/CVT	F4	150bhp/198Nm	11.8sec	192km/h	12.7km/L	182
Forester 2.0 XT (A) SUV	\$145,800	1998cc	F4T/CVT	F4	240bhp/350Nm	7.5sec	221km/h	11.8km/L	197
Outback 2.5 (A) estate	\$152,800	2498cc	F4/CVT	F4	175bhp/235Nm	10.2sec	210km/h	13.0km/L	177
XV 1.6 (A) SUV	POA	1600cc	F4/CVT	F4	114bhp/150Nm	13.8sec	175km/h	15.9km/L	146
BRZ 2.0 coupe	\$162,800	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L	181
BRZ 2.0 (A) coupe	\$162,800	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.1km/L	164

SUZUKI // Champion Motors (1975) Pte Ltd, tel: 6631-1118, www.suzukicar.com.sg

Swift GLX 1.4 5dr	POA	1372cc	4/5MT	FF	95bhp/130Nm	10.9sec	170km/h	18.2km/L	132
Swift GLX 1.4 (A) 5dr	\$98,900	1372cc	4/4AT	FF	95bhp/130Nm	12.3sec	165km/h	16.1km/L	147
Swift Sport 1.6 5dr	\$111,900	1586cc	4/6MT	FF	136bhp/160Nm	8.7sec	195km/h	15.4km/L	153
Swift Sport 1.6 (A) 5dr	\$114,900	1586cc	4/CVT	FF	136bhp/160Nm	8.7sec	185km/h	16.4km/L	144
Solio 1.2 (A) 5dr	\$101,900	1242cc	4/CVT	FF	91bhp/118Nm	13.5sec	155km/h	18.9km/L	127
S-Cross 1.6 (A) 2wd 5dr	\$112,900	1586cc	4/CVT	FF	120bhp/156Nm	12.4sec	170km/h	17.2km/L	137
S-Cross 1.6 (A) 4wd 5dr	\$119,900	1586cc	4/CVT	F4	120bhp/156Nm	13.5sec	165km/h	16.1km/L	146
Kizashi K-Sport 2.4 (A) 4dr	POA	2393cc	4/CVT	FF	178bhp/230Nm	8.8sec	205km/h	12.0km/L	191

TOYOTA // Borneo Motors (S) Pte Ltd, tel: 6631-1188, www.toyotasingapore.com.sg

Vios Elegance 1.5 (A) 4dr	\$119,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L	154
Vios Grande 1.5 (A) 4dr	\$124,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L	154
Yaris 1.3 (A) 5dr	POA	1329cc	4/CVT	FF	100bhp/125Nm	11.7sec	175km/h	19.6km/L	118
Corolla Altis 1.6 (A) 4dr	\$122,888	1598cc	4/CVT	FF	121bhp/154Nm	11.1sec	185km/h	15.4km/L	151
Prius C 1.5 (A) 5dr	\$125,888	1497cc	4H/CVT	FF	100bhp/111Nm	10.7sec	170km/h	25.6km/L	90
Prius 1.8 (A) 5dr	\$151,888	1798cc	4H/CVT	FF	100bhp/142Nm	10.4sec	180km/h	25.0km/L	92
Camry 2.0 (A) 4dr	\$159,888	1998cc	4/6AT	FF	164bhp/199Nm	10.8sec	187km/h	14.0km/L	167
Camry 2.5 (A) 4dr	\$164,888	2494cc	4/6AT	FF	178bhp/231Nm	9.2sec	210km/h	12.9km/L	184
Camry Hybrid 2.5 (A) 4dr	\$190,888	2494cc	4H/CVT	FF	205bhp/213Nm	8.7sec	185km/h	19.6km/L	119
Avanza 1.5 (A) MPV	\$126,888	1495cc	4/4AT	FF	103bhp/136Nm	15.0sec	165km/h	13.2km/L	178
Wish Classic 1.8 (A) MPV	\$148,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L	158
Wish Elegance 1.8 (A) MPV	\$154,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L	158
Previa 2.4 (A) 7-seat MPV	\$200,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L	207

MODELS ENTITLED TO \$30,000 CEVS REBATE

BMW i3
BMW i8
CITROEN DS5 HYBRID 4
LEXUS CT200H
MITSUBISHI OUTLANDER PHEV

PORSCHE CAYENNE S E-HYBRID
PORSCHE PANAMERA S E-HYBRID
TOYOTA PRIUS C
TOYOTA PRIUS

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
TOYOTA continued								
Previa 2.4 (A) 8-seat MPV	\$204,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L
Alphard 2.5 (A) MPV	\$221,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L
Vellfire 2.5 (A) MPV	\$229,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L
RAV4 2.0 (A) SUV	\$170,888	1987cc	4/CVT	F4	151bhp/194Nm	10.7sec	185km/h	13.3km/L
RAV4 Premium 2.0 (A) SUV	\$176,888	1987cc	4/CVT	F4	151bhp/194Nm	10.7sec	185km/h	13.3km/L
Fortuner 2.7 (A) SUV	\$204,888	2694cc	4/4AT	FR	160bhp/241Nm	12.2sec	180km/h	8.3km/L
86 S 2.0 coupe	\$164,888	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L
86 GS 2.0 (A) coupe	\$170,888	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.3km/L

VOLKSWAGEN // Volkswagen Centre Singapore, tel: 6474-8288, www.volkswagen.com.sg

Polo 1.2 (A) 5dr	\$108,800	1197cc	4T/7DC	FF	90bhp/160Nm	10.9sec	182km/h	18.9km/L
Beetle 1.2 (A) 3dr	\$137,300	1197cc	4T/7DC	FF	105bhp/175Nm	10.9sec	180km/h	16.9km/L
Beetle 1.4 (A) 3dr	\$158,300	1390cc	4TS/7DC	FF	160bhp/240Nm	8.3sec	207km/h	16.1km/L
Golf 1.2 (A) 5dr	\$119,800	1197cc	4T/7DC	FF	105bhp/175Nm	10.2sec	192km/h	11.6km/L
Golf 1.4 (A) 5dr	\$128,800	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L
Golf Sport 1.4 (A) 5dr	\$159,800	1395cc	4T/7DC	FF	140bhp/250Nm	8.4sec	212km/h	20.0km/L
Golf GTI 2.0 (A) 5dr	\$200,300	1984cc	4T/6DC	FF	220bhp/350Nm	6.5sec	244km/h	15.6km/L
Golf R 2.0 (A) 5dr	\$226,800	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.1km/L
Golf Cabriolet 1.4 (A)	\$173,800	1390cc	4TS/7DC	FF	160bhp/240Nm	8.4sec	216km/h	15.8km/L
Golf GTI Cabriolet 2.0 (A)	\$204,300	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	235km/h	13.0km/L
Scirocco 1.4 (A) coupe	\$138,300	1390cc	4T/7DC	FF	122bhp/200Nm	9.7sec	200km/h	15.9km/L
Scirocco R 2.0 (A) coupe	POA	1984cc	4T/6DC	FF	280bhp/350Nm	5.5sec	250km/h	12.7km/L
Jetta Highline 1.4 (A) 4dr	\$123,300	1390cc	4T/7DC	FF	122bhp/200Nm	9.8sec	202km/h	16.6km/L
Touran 1.4 (A) MPV	\$151,800	1390cc	4TS/7DC	FF	140bhp/220Nm	9.5sec	202km/h	15.2km/L
Touran Comfort 1.4 (A) MPV	\$162,300	1390cc	4TS/7DC	FF	140bhp/220Nm	9.5sec	202km/h	15.2km/L
Touran Sport 1.4 (A) MPV	\$176,300	1390cc	4TS/7DC	FF	170bhp/240Nm	8.5sec	213km/h	15.2km/L
Touran 1.6 TDI (A) MPV	\$146,800	1598cc	4TD/7DC	FF	105bhp/250Nm	12.8sec	183km/h	21.7km/L
Sharan 2.0 (A) MPV	\$217,300	1984cc	4T/6DC	FF	200bhp/280Nm	8.3sec	220km/h	11.7km/L
Sharan 2.0 TDI (A) MPV	\$225,300	1968cc	4TD/6DC	FF	170bhp/350Nm	9.8sec	210km/h	16.9km/L
Passat 1.8 (A) 4dr	POA	1798cc	4T/7DC	FF	160bhp/250Nm	8.5sec	215km/h	13.7km/L
Passat Variant 3.6 (A) estate	POA	3597cc	V6/6DC	F4	300bhp/350Nm	5.7sec	250km/h	10.8km/L
CC R-Line 2.0 (A) 4dr	\$201,800	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	240km/h	12.8km/L
Phaeton 3.6 (A) 4dr	\$351,300	3597cc	V6/6AT	F4	280bhp/370Nm	8.9sec	250km/h	8.8km/L
Phaeton 4.2 (A) 4dr	\$412,300	4172cc	V8/6AT	F4	335bhp/430Nm	6.9sec	250km/h	8.0km/L
Tiguan 1.4 (A) SUV	\$164,300	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L
Tiguan 1.4 EQP (A) SUV	\$175,800	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L
Tiguan R-Line 2.0 (A) SUV	\$200,800	1984cc	4T/7DC	F4	210bhp/280Nm	7.3sec	213km/h	11.6km/L
Tiguan 2.0 TDI (A) SUV	\$187,300	1968cc	4TD/7DC	F4	140bhp/320Nm	10.2sec	188km/h	16.7km/L
Touareg R-Line 3.6 (A) SUV	POA	3597cc	V6/8AT	F4	280bhp/360Nm	7.8sec	228km/h	10.1km/L
Touareg R-Line 3.0 TDI (A) SUV	\$292,300	2967cc	V6TD/8AT	F4	245bhp/550Nm	7.6sec	220km/h	13.9km/L

VOLVO // Wearnes Automotive Pte Ltd, tel: 6473-1488, www.volvocars.com.sg

S60 D2 1.6 (A) 4dr	\$175,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.3sec	195km/h	23.3km/L
S60 T5 Drive-E 2.0 (A) 4dr	\$200,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.3sec	230km/h	16.7km/L
V40 Cross Country D2 1.6 (A) 5dr	\$175,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.1sec	not avail.	22.2km/L
V40 Cross Country T4 1.6 (A) 5dr	\$200,000	1596cc	4T/6DC	FF	180bhp/240Nm	8.5sec	215km/h	16.4km/L
V40 D2 1.6 (A) 5dr	\$160,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.1sec	190km/h	25.6km/L
V60 D2 1.6 (A) estate	\$185,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.7sec	190km/h	22.2km/L
V60 T5 Drive-E 2.0 (A) estate	\$215,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.4sec	230km/h	16.4km/L
S80 D2 1.6 (A) 4dr	\$190,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.8sec	185km/h	22.2km/L
S80 T5 Drive-E 2.0 (A) 4dr	\$210,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.5sec	230km/h	16.1km/L
XC60 T5 Drive-E 2.0 (A) SUV	\$225,000	1969cc	4T/8AT	FF	245bhp/350Nm	7.2sec	210km/h	14.9km/L
XC60 T5 R-Design 2.0 (A) SUV	\$240,000	1999cc	4T/6DC	FF	240bhp/320Nm	8.1sec	210km/h	11.8km/L
XC90 T5 2.5 (A) SUV	POA	2521cc	5T/5AT	F4	210bhp/320Nm	9.9sec	210km/h	8.8km/L
XC90 T5 R-Design 2.5 (A) SUV	POA	2521cc	5T/5AT	F4	210bhp/320Nm	9.9sec	210km/h	8.8km/L

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